

TONOPAH DAILY BONANZA

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TOUCH OF PROSPERITY

THE majestic proportions of the original discovery in the Gold Mountain Divide district stands forth as one of the geological phenomena of the age. That such a wonderful body of ore should have been allowed to pass unnoticed while tens of thousands of prospectors were hurrying over the ground in mad haste to reach either Tonopah, Goldfield or the Klondike is past understanding. This is all the greater paradox when it is considered that the whole area is broken with the tell tale marks of mineralization due to some seismic disturbance that upset the plans of the Creator in arranging the formation. On every side may be seen huge crappings all standing the test of the assayer and giving returns that amount to fabulous figures in some cases and in no case enjoying a "skunk" without traces of gold or silver. That Tonopah is one the eve of a still more sensational disclosure is the common belief for it is past understanding that the enormous orebodies developed in the upper workings of the Tonopah Divide should not extend hundreds of feet below the fourth level. Assuming that this is an accomplished fact it is time to begin sounding the praises of a property that stands as the peerless treasure of the mineral kingdom. There have been ledges of titanite proportions found elsewhere there have been gloryholes where the slopes resembled quarries large enough to bury the largest building to be found in Nevada and yet have plenty of room to stow away a dozen edifices of more modest dimensions. These stand as records but careful research of mining literature fails to uncover any body of ore carrying the values found in the Tonopah Divide that can compare in magnitude, depth or evidence of permanency with this discovery which, according to low estimates, represents over six millions in sight for the intrepid men who were daring enough in their enterprise to place this Golconda on a producing basis. Even should the remainder of the district prove barren, which is precluded by ramified ledges, this one mine will yield its owners more money than all the capital invested in the whole district. The benefits to Tonopah are manifold. They are found reaching into every branch of industry and indirectly there is not a single person with his money invested in the camp that has not profited by the discovery. Real estate has been rescued from the lowest despondency, hotels and lodging houses have been turning away would be patrons, restaurants have found their capacity tested with ever increasing rows of new faces, brokers are running double and treble shift while even the printer man has to acknowledge that he has found crumbs of comfort by the way side to compensate partially for the lean years of the war when he was beset by rising prices and various heartbreaking restrictions and a steadily declining income.

But, in spite of this confession it cannot be stated that Tonopah is indulging in any of the fantastic features of a wild-eyed boom for there is no evidence of inflation and the chief proof of prosperity is in the increased number of freighting teams that are headed in the direction of the Divide. A pessimist may hazard the statement that the business is overdone but that finds its answer in the fact that every one of the new candidates for popular favor is going ahead sinking and sinking with a celerity that presages the time when they will be in the money, with well developed bodies of ore waiting to be converted into money of the republic. Each new producer will add ten fold to the values of other prospects and thus the incentive for legitimate mining will never be lacking.

BUILDING GOOD ROADS

CLARK county is one of the first counties to ask for authority to issue \$75,000 in bonds for the purpose of constructing a series of trunk lines and communicating arteries that will help centralize business in Las Vegas which has suffered sorely from loss of its main traveled road from north to south. The southern neighbor of Nye is not losing any time in reclamation but is hastening to make good for the deficiency through development of another and better means of freighting and mail delivery than the steam line abandoned to the automobile. With the proposed bond issue the commissioners believe they can provide a neat mileage of standardized roadway that will more than meet the annual cost of maintenance by broadening the business resources of that county. It is conceded that with a system of auto roads radiating from Las Vegas the merchants of that town would be rewarded by securing thousands of dollars worth of business that now drifts through the mails to Los Angeles and San Bernardino and Salt Lake. The movement is one that is worthy of commendation and worthy of emulation. The salvation of Nevada rests with the quickness of her people to engage in modern roadbuilding for the state is so sparsely settled that we cannot entertain the idea of any new railroads venturing into the desert places with the hope of reclaiming them for the husbandman or miner. The concrete truth is that there will not be any new railroad lines projected in this state until after traffic has been developed through other means of transportation. The motor truck must precede the railroad train and promise of tonnage must be accompanied by tangible proof of the capability of any section interested to deliver the goods. The best means of promoting road construction would be for the state highway commission to buy half a dozen first class road building outfits which could be loaned the various counties whenever they are impelled to better their means of travel. It is mockery to suggest that any one county should buy such equipment as the investment would be wholly out of proportion to the work waiting to be accomplished and after accomplishment the buyer would find himself loaded with a lot of useless machinery for which there is no ready market. By having the state buy and submit this equipment the investment would be steadily at work going from one county to another and with a constantly widening

sphere of action. In this way efficiency would make for cheaper and better construction and taxpayers would not dread the suggestion of a bond issue for road building.

Labor Commissioner Cole evidently is not popular with the assembly which very properly appraises his services on a par with those of his stenographer. This conclusion was reached in arranging the appropriation bills when the salary of the commissioner was reduced from \$1800 to \$1500 and his stenographer was raised from \$1200 to \$1500.

HIGHWAY COMMISSION IS VERY EXPENSIVE

Ex-Governor Dickerson is authority for the statement that the state highway commission spent about \$11,000 in surveying a road from Carson City to Reno, a distance of about 20 miles. The governor states that "these reports cannot be verified but the reports are so persistent that they are deserving of thorough investigation by the legislature and if found to be true, no time should be lost in transferring its duties to a more competent body."

For some time past there has been much complaint of the apparent extravagance of the state highway commission. It is said that during the first fifteen months of its administration its expenses amounted to nearly \$80,000, not one dollar of which was spent in actual road construction or

in the purchase of equipment for road work. The people of Nevada want good roads and are willing to pay for them, but they certainly cannot be expected to favor a commission which is so lavish in the expenditure of money for preliminary work only. A bill has been introduced to consolidate the highway commission under the management of the state engineer's office, which apparently would be a very wise thing to do. The state engineer is certainly competent to attend to the road work of the state, and no doubt would be the means of saving the state many thousands of dollars which are now frittered away without any apparent benefit to road conditions.—Ely Record.

BATHING IN RUSSIA DIFFERENT FROM HOME

Correspondence Associated Press: ARCHANGEL, Jan. 1.—The soldier of the American North Russian expedition misses the American bath and its simplicity and frequency. He is annoyed at the ceremony and difficulty one must undergo to obtain a Russian bath. Only in the homes of the wealthy, in the cities, and rarely, if ever, in the villages, is it possible to find a bath tub or a shower.

The Russian bath is a steam bath in an airtight room where water is thrown on a stove to make steam. In Archangel, there are two bath houses, each having accommodations for a hundred or so customers in the steam room, but there are only two private rooms with tubs and showers in the bath houses and these are booked for days in advance by officers and soldiers.

SOVIETS RELEASE EISNER HOSTAGES

By Associated Press: BERLIN (Friday), March 7.—Munich advices indicate the situation there is quieter, with the Majority Socialists in the ascendancy. The soviet congress voted to release hostages seized at the time Eisner, the Bavarian premier, was assassinated. The strike situation in central Germany is reported improving.

There is the man who doesn't like a compliment occasionally.

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SPARTAGANS SLAY SIXTY SOLDIERS

(By Associated Press) AMSTERDAM, March 11.—German Spartacan forces on Sunday occupied the Berlin suburb of Lichtenberg, where they murdered 60 officers and soldiers at the police station there, according to Zecund Am Mittag of Lichtenberg. The police station had withstood Spartacan attacks since Tuesday.

FOUR GRAND DUKES SLAIN BY REDS

(By Associated Press) COPENHAGEN (Sunday), March 9.—Four more Russian grand dukes were executed in Petrograd by the Bolsheviks during the last fortnight on the charge that they were involved in a monarchist plot, according to the Berlingske Tidende.

MATHER FIELD FLYERS TO SOAR OVER SIERRA

COLFAX, March 11.—It is reported here that a flight over the Sierra Nevada is soon to be undertaken by aviators from Mather field. It is stated that a group of four De Havilland planes, equipped with Liberty engines, will make the flight. The flight will be made from Sacramento to Reno, where a landing place is being selected. The Sierra has never been crossed by an airplane in this region. Seven years ago "Bob" Fowler made an attempt to fly over the summit, but was forced to abandon the flight at Emigrant Gap.

HAWAIIAN RED CROSS

(By Associated Press) HONOLULU, T. H. Feb. 17.—(By Mail)—During 1918 women workers of the Hawaiian chapter of the American Red Cross furnished supplies valued at \$402,550.45 for overseas work, according to a report just compiled. Many large shipments have been made to the expeditionary forces in Siberia.

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