

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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AN OVERALL ORGY.

Failure of the much advertised overall parade in New York proves conclusively that the overall movement is not going to be taken as seriously as its promoters would like to have it. Away down in the bottom of their hearts the dear American public feels that there is some profound plot buried in the movement which probably has for its object the enrichment of the poor cotton factors who have been struggling along on profits approximating 200 and 300 per cent and are crying for more. This is the sole extenuation for the temperamental display of interest in the overall craze. The average man or woman is not going to make a guy out of himself or herself in deference to the fanatics who think the cure for poverty is to devise fresh ways of spending money. The whole movement has been condoned, ridiculed, by fashion trying to ape honest poverty. It is not a very appealing spectacle to see the wife and daughters of a multi-millionaire sitting down to a fashionable dinner dressed in gingham in the same manner in which they would don a costume for a masked ball. The real working classes who must wear the cheaper form of clothing resent justly this intrusion on their domain as a menace to their purses by raising the price of the cheaper grades of goods. The laws of supply and demand cannot be evaded and any spasmodic effort to popularize the use of the cheapest wearing apparel must eventually in an advance in price which will take the cheap goods out of the class where they belong and add another burden to the load under which the poor wage-earners are struggling. New York is not going to indulge in any Ruben fancies at the behest of the cheese club, White Rats or any other melodramatic aggregation of theatrical talent which seeks advertising at any cost and the rest of the country will pattern after little old New York by sending into the discard anything calculated to add to the buffoonery of dressing. The best way is the way the Bonanza suggested by doing without new clothing and getting along the best way one can with patches which will be regarded as ultra respectable in view of the growing cost of clothing which, in the case of woman, appears to follow the hem of the skirt in its ascension toward the knee.

WELL DESERVED COMPLIMENT.

The choice of George Wingfield to represent Nevada on the Republican National Committee is a well deserved compliment that carries with it recognition of many years spent in helping the cause made memorable in Nevada by the activities of his partner and close associate, the lamented George S. Nixon. The young capitalist has proven himself worthy of the mantle of his former political associate as he has always been found in the front rank of the party's fighting line. Mr. Wingfield also ranks as the only man of ambition and wealth in the entire United States who had the courage to refuse appointment to the United States senate. This action speaks more of the character of the man than any other performance since it placed him in a class by himself and demonstrates that inherent independence of character which is the accompaniment of greatness. That Mr. Wingfield is capable of wielding rare influence in this new field of endeavor must be accepted without going further. He has capital invested in more diversified fields than any other man in this state and his aptitude for mastering details gives him command of figures dealing with real estate, mines, farms, industrial enterprises and finance that will be of inestimable value in moulding political action for the betterment of this commonwealth with the coming of a new and friendly administration.

FORCES OF DESTRUCTION.

The I. W. W. plan as applied to mining finds a noble imitator in the Plumb Plan league of the railroad employes. In another sphere it is the eternal strike on the job and the strike off the job with the idea of wearing out resistance that finds expression in both movements. Federal investigators are pointing the finger of accusation at the Plumb Plan which is believed to have been at the base of the recent ten day strike of yardmen throughout the country. The league is organized for the sake of socializing the railroads of the country. For a period of seven months it has been collecting tithes from the railway workers on the promise that they would shortly own and control the roads by which they were employed. The league has always been imbued with this communistic spirit and it has been found to be working in harmony with the I. W. W. and other radical organizations.

The late railroads strike was organized as a bushwacking attack on the railroads and the public. No strike was called by the railroad brotherhoods and there was no general walkout. But in different sections of the country many switchmen and yardmen simply failed to report for duty and trainmen refused to handle cars that had been switched in the yards by others than members of the yardmen's and switchmen's unions. It was an organized sabotage intended to harass the companies and the public until there should arise a popular demand for a resumption of federal operations. The main idea of these railroad I. W. W. was to keep the transportation lines as disorganized by sporadic strikes that the owners and the public would consent to the tyranny of sovietism in order to get relief.

Senator Kirby, of Arkansas, says: "We Democrats have no candidate for President and won't have until we hear from the President." How much mental wear and tear it does save a rubber stamp senator to have someone in the White House to do all his thinking for him.

Chairman Hays' advice to the boys not to "put stones in the snowballs" during the skirmish over the presidential nomination is mighty good. Save the rocks for the proceedings subsequent to the Chicago convention.

BIG JOB AHEAD FOR RUSSIANS

(Correspondence Associated Press) MOSCOW, March 2.—Russian railroad shops, working at a maximum of peace time capacity, will require more than 10 years to restore normal traffic with the present facilities of production, according to a survey recently published in the "Economic Life." The chief needs are shown to be the importation of rolling stock and the home development of the transportation industry.

The survey shows that in 1914 the number of locomotives was approximately 29,000 with 16 per cent unfit for use. The present number of locomotives is about 19,000 with fifty-nine per cent out of commission or in need of repairs, and the number of cars 250,000. Lines in operation have also diminished about 20 per cent.

The maximum prewar production in the Russian shops was 2,800 locomotives and 40,000 cars annually, and the number that retired each year was 1,200 locomotives and 20,000 cars. The present need is for 15,000 locomotives and 150,000 cars.

STYLES IN JEWELRY

(By Associated Press) CHICAGO, April 26.—Spring styles in jewelry on display in the show rooms are different from those of last year, given as represented in gold is the leading color. Last year's was the predominant note.

FINISHING THE ALASKA R. R.

(Correspondence Associated Press) JUNEAU, (Alaska), April 1.—(By Mail)—Approximately 4,000 men are to be employed on construction work on the government railroad in Alaska this year, Colonel Frederick Mears, president of the Alaska Engineering Commission, announced here recently while on his way to Anchorage to take charge of construction.

Over 2,000 men are working on the railroad now, Mears said. As soon as weather permits the force will be doubled. Many of the new men will be from other parts of Alaska and others will come north from the states.

Navy beans are selling a little cheaper now, due no doubt to the Sims-Daniels controversy.

Germany says she will hold France strictly accountable for the killing in Frankfurt, but where is she going to get a constable to serve the warrant?

The paper shortage may serve one purpose. Perhaps it will cut down the number of straw votes this season.

It used to be that whether or not a man drank booze depended on his raising. No it depends on his raising.

Wouldn't it be nice if war prices would get as low as they were during the war?

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