

# TONOPAH DAILY BONANZA

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### CONDITIONS ARE BRIGHTER.

There is a great scarcity of freight cars, so great, in fact, that some communities are scared that they will not have enough coal to keep warm during the coming winter. Some big industrial plants are running on part time schedules on account of the shortage. Farmers in the grain producing regions are worried about getting their crops to market and production everywhere is hampered by the lack of adequate transportation. The unauthorized strike of the switchmen last spring put the railroads behind and the effect of it is still reflected in the business of the nation. Conditions, however, are improving, the car shortage is being reduced by greater use of the cars on hand and the volume of freight handled is showing a constant increase over that handled last year.

But through the clouds of doubt and fear as to the ability of the railroads to handle the traffic of the nation, rays of sunshine are breaking. In a recent issue of the Railway Age, the mouthpiece of the roads, there is an exhaustive review of the transportation problem which says in part:

The large amount of news that has developed during the past few weeks regarding the efforts of the railroads, the interstate very material progress that has been made during that time. The commerce commission and the shippers to improve transportation conditions has tended to obscure, to a very considerable extent, the complaints regarding unsatisfactory conditions and the news of the various plans adopted or discussed for the purpose of dealing with these conditions have naturally received more publicity than the results obtained, particularly since it takes a little time for the results to follow and even more for them to show up in the reports.

The first effect of the strikes in April was shown in the accumulation of cars at terminals in excess of current movement which produced the congestion that has slowed up traffic ever since and has accentuated the car shortage. On March 1, when the railroads were returned, they inherited a congestion resulting from the accumulations during the winter months amounting to about 100,000 cars, but during March this was reduced to 93,000. After two weeks of the strikes, which began in April, the accumulations had reached the unprecedented total of 288,000. During the succeeding weeks this was gradually reduced to 105,000, but during the latter part of June the recurrence of the strike in several eastern terminals resulted in a further increase to 129,000 on July 2. By July 16 this had been again reduced to 92,000 or below the total before the strikes, and for the week ending July 30 the total was 90,571.

The large amount of congestion during the spring months naturally had the effect of reducing the available car supply and the deferred car acquisitions, which represent the cars ordered by shippers for loading which they were unable to get promptly, increased from a daily average of about 80,000 during March to 130,000 for the last week in June, but by July 23 this had been reduced to 118,643.

The clearing up of the congestion and the improvement in the car supply have been accomplished in part by an improvement in the labor situation and also by the extraordinary efforts put forth under the direction of the local committees created by the commission on car service and the interstate commerce commission for dealing with the situation at the various important terminals.

The results in which everyone is interested, however, are shown in the reports of the volume of freight handled. These have regularly shown an improvement over the figures for 1919 except for about two weeks during which a large number of the yard employees were on strike and for the four weeks ending July 24 there were loaded on the railroads of the United States 3,437,235 cars of commercial freight as compared with 3,365,046 in the corresponding period of 1919 and 3,699,318 during the same weeks of 1918. In the four weeks ending June 26, the total was 3,405,116. For the eight weeks ending July 24, the totals have been 6,842,735 for 1920; 6,602,452 for 1919, and 7,529,634 for 1918.

During the week ending July 17 the number of commercial loads handled amounted to 923,968, only slightly below the maximum figures for 1918. During the week ending July 24, the number of loads handled totaled 915,792 as compared with 909,682 cars loaded in 1919, and 976,554 in 1918. In addition it should be recalled that for two weeks the roads in the southern region have handled more freight than in 1918, when the south was experiencing the rush of traffic incident to the war.

At a meeting on July 16 the Association of Railway Executives adopted resolutions covering a program to speed up car movement and increase car efficiency. The program calls for an average minimum car movement of thirty miles per day, a figure never yet attained in the history of American railroading. Reports showing the accomplishment since that meeting are, of course not yet available, but those received from most of the roads for the month of June show a very marked improvement over previous months and a large number of roads have already exceeded the thirty-mile average. During March the average miles per day for all roads was 23.4 as compared with nineteen during March 1919. For April the average was brought down by the effect of the strikes to 19.7, as compared with 19.9 in April, 1919. For May the average was 24.1, as compared with 20.1 last year. For June the reports received by the commission on car service are not yet sufficiently complete to compile the average, many of the roads show gains compared with the previous year ranging from one to sixteen miles.

The heaviest part of the year's traffic is still to come during the fall months and the great benefits expected to be derived from the rate decision cannot be reflected in the addition of new equipment and facilities for this year, but the marked improvement being shown during the summer makes it possible to look forward to the fall season of heavy traffic with much less anxiety than was felt a few weeks ago.

Politics, with all its expense, is cheaper than ever to the mere voter. He can make money by buying and selling for old paper the campaign literature sent to him.

## HIGHLAND OIL TO DRILL SOON

### Nevada Company Is Preparing to Prospect Holdings in Nye County

The Highland Oil company of Nevada, recently incorporated and composed mostly of California business and professional men, is making preparations to start drilling for oil in the Oil Basin, adjacent to the White River valley and about five miles south of the Currant Creek summit. The financing of this company is said to be assured and standard drilling equipment will be employed in drilling the deep sands at this locality, which are thought to be rich in petroleum. Active operations in this locality means much to several Tonopah parties who hold interests near the proposed drilling site.

Several geologists and knowing oil men have examined this neighborhood from time to time in the past year, and have acclaimed its possible value as an oil producing field, being practically in the same geological structure as that of the oil wells in southern Utah not so very far distant.

Oil Basin lies in Nye county about 45 miles southwest from Ely. The formation here is said to be ideal for an oil field, consisting of all the broken sedimentaries such as limestone, sandstone and fossiliferous deposits, and in this basin there occurs immense cropings of a black lime, marine fossil shale, which produces pure petroleum when fractured. Many specimens of this same shale have been brought to Tonopah and always causes interest when displayed.

Frank C. Baxton, county assessor at Quincy, California, is secretary of the Highland Oil company. H. K. Davis, of the Overland hotel, Winnemucca, is president.

Try the shower baths at the Firemen's Gym. adv. J 30 ff.

## PREFERS PRISON TO PAYING NEW TAXES

(Correspondence of Associated Press) LONDON, July 30.—Sir W. B. Richmond, royal academician, will go to jail rather than pay the increased taxes now being charged by the Hammersmith borough council. He writes to the local press "I have refused to comply with this bolshevist demand of 149 pounds annually on my house and grounds just under two acres. I would rather, at the age of 70 years, go to prison than be a party to such injustice and robbery."

### NOTICE

Local Engineers' Union No. 623 indorses the candidacy of W. R. Cochran for Constable.

HARRY BUTSON, Pres. HOWARD BURR, Sec'y. adv.

### WATCH REPAIRING

For our mutual benefit bring or send your watches to Emil Merman, the expert watchmaker and you will not regret it. On the same side of the street as the postoffice.

### PARTNERSHIP NOTICE

This is to advise that we have this day entered into a co-partnership under the name of the Belmont Cafe. All bills contracted up to this date will be paid by N. P. Tarash and all bills owed to that date will be liquidated by him.

N. P. TARASH, CARL FUETSCH.

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## In the Race for State Senator

From the Manhattan Magnet, August 7, 1920) In seeking at the hands of the Democratic party the nomination State Senator from Nye County, Ben D. Luce stands upon his records. He has always been a zealous worker for his party, but when he served the people of this county in the Legislature, he strove for the general good of all the people, no matter what might be their political affiliations. Although himself too old to shoulder a rifle, he sent his son to battle and was a vigorous war worker throughout the conflict. Mr. Luce was a power in the Nevada Legislature, and when he was chosen Speaker of the House his every decision was marked by impartiality and good judgment. He has been a resident and taxpayer of Nye County for many years and is a heavy operator in the mill tailings industry at Tonopah. He merits and enjoys the confidence and friendship of all his workmen.



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