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AMERICA IN THE PHILIPPINES

The shoulding of international relations, the selling of associal suspicions and in particular the measurable surgeon of speculators of the Pacific Ocean will have the effect to shape measures regarding the possession of the Philippine Islands and our American rule. The report of the Wood-Forbes mission on the general subject of the Philippines' future has not been made public, but it is an open secret that while it [illegible] the question of ultimate responsibility for the development of the Filipino progress toward the goal of ultimate control of their own affairs, it will not look toward an early abandonment of the islands by the United States. Our duty toward the Philippines is liberative and constructive and a vacillating policy would be simply destructive of all the good work that has been accomplished under American public role and private influence.

We have and so do all the general sentiment of the world, will agree, been unmeasurably unselfish in our action toward the Filipinos. They are a various and heterogeneous people, including many races, languages and at least three religions. In assuming control in the islands we found ourselves immediately confronted with a religious question of the largest size. Under the wise guidance of a Taft and the direct instructions of a Taft that question was settled with universal satisfaction. Its settlement was in fact the foundation upon which the educational and the social reconstruction of the islands was achieved. A political and a racial balance was attained by the exercise of a similar discretion. We have not gone one rare in faith against another. The seeds have been from which they ever dreamed of being and by our very forbearance along these lines we have gradually built up a genuine national sentiment, which is not merely a Spanish creole sentiment, or a Tagalog sentiment, or any other kind of a racial or local sentiment, but a Philippine sentiment.

All that means what? That we shall at the suggestion of demagogues, throw aside all the good results so far attained, nipping the promising America-Philippine civilization in the bud, and leaving the islands to disorder or foreign annexation? It certainly does not. It means the continuance of American protection, education, and development. We cannot consider it as at all likely that the Wood-Forbes mission, in its examination of conditions in the islands, found any evidence which would go to show that the Filipino people are not well contented with the present regime or that they are desirous of its discontinuance.—Boston Transcript.

MAKE TRUCKS PAY

The Class-1 railroads of the country, those with monthly receipts of over $1,000,000, employed in July of this year 1,164,872 persons at a total cost of $214,339,385. Of that number 15,155 were executive officials, 289,383 train and engine men, 450,000 maintenance of equipment workers, and 372,000 maintenance of way men.

Those figures are interesting from various points of view. In the first place, there is revealed only one official for every eighty workers, surely not an excessive proportion. In the second place, it is seen that one employee out of every three is engaged in keeping up the condition of the bed over which the trains run. Is it any wonder that motor truck competition is cutting deep into the revenue of the railroads? Motor truck freight caravans do not employ a single person in the maintenance of the roadway over which they run. It is true they pay taxes into the state treasuries, which, in turn, are expended in road building, but the railroads also pay taxes, not a penny of which is ever spent in railroad construction by the state.

This disproportion between the cost of operating a railroad and a motor truck line on account of roadway considerations is bound to hold the attention of our law makers as time goes on. Motor trucks must pay a greater proportion of the cost of building and maintaining our roads. Of course we do not owe it to the railroads to equalize the cost of motor truck and rail transportation through increased taxes on trucks, but we do owe it to the taxpayers to see to it that the highways are paid for by the people in approximate proportion to the extent they are used by the various classes of our citizens. When that adjustment of taxes has been made it will be time to talk to the railroads to discover state whether or not they can compete with motor truck transportation. At present, however, they are hopeless under competition with the trucks.

KIRKE SIMPSON

All who were fortunate enough to have read the remarkable dispatches from Washington at the time of the burial of "The Unknown Soldier" will be more than gratified to know that some of the best writing that was done in a newspaper way by the writers of those articles was done in Tonopah.

Many a great news writer has come from the Silver State and it is seldom that any one of them is accorded the honor that has come to Kirke L. Simpson, former writer for the old Tonopah Sun.

On November 10 and 11 there came from Washington the story over the wires of one of the most remarkable ceremonies in the history of our country, and which has proved to be one of the greatest gatherings in the nation's capital.

The story itself was just as remarkable as the gathering and the cause for which it was typified. Seldom, if ever, in the history of Associated Press dispatches has there been so universal a clamor on the part of editors and readers alike for information as to the identity of the author of one of its news stories.

It stands on great occasions when A. P. copy rise to heights of beautiful imagery or secure big news achievements that because of the insistent demand on the part of editors, publishers or readers, their identity is disclosed.

According to the service bulletin of the Associated Press, one of the most striking recent instances is the series of stories on "The Unknown Soldier" written on the days preceding and the day of this truly important event in Arlington cemetery. Contrary to its usual rule the Associated Press has given out the name of the writer of these masterly articles and it is found that the mantle of fame has dropped upon a former Tonopah reporter.

Most editors who are quoted proclaim it the finest piece of work that has ever come from the A. P. wires. Its text has been used for the instruction of English in schools and one New York writer asks the permission of the big news disseminators to use the stories for a new reader that he is preparing for use in the public schools of America's greatest city.

Tonopah is proud of having had in its midst for a year and a half the author of such wonderfully beautiful words.

MORE—OR LESS

We shall either have more battle ships or fewer. The world can take its choice. Unless there can be an agreement that will reduce the armament burden, the race for strength will continue and the expenditures for fighting material will continue to mount. The nation that does not want to decrease armaments really wants to increase.

PLENTY OF FUNDS

The Democratic Club of New York City has declined an offer of $1,000,000 cash for its club house on Fifth avenue. Demoratic finances have had a big boom in New York under the Hylan regime, and with the assurance of four years more of Tammany rule there need be no fear of any lean Democratic pockets.

CHICAGO MEN TO WORK MINES AT ROCHESTER

F. G. Stewart, who has made many visits to Lovelock and owns two mining properties here, has, with Dr. E. Saurenhous of Chicago, purchased from E. P. Walker, the Hazen Hill Gold mines of five claims in the Rochester district. The little work that has been done on the Hazen Hill has produced wonderful assays and better results are expected with the new mill being installed this week and mining on a large scale will follow at once.—Lovelock Review-Miner.

All the live wire merchants in town are using the Bonanza as their advertising medium.

Red Cross Gives $310,000 to Aid 'Clean-Up' Drive

An appropriation of $310,000 for Red Cross work in connection with the "clean-up" campaign instituted by the Government to bring the claims of all disabled service men who are entitled to Federal aid before the proper government bureau for action, has been made by the American Red Cross. The Executive Committee of the American Red Cross in making the appropriation authorized the expenditure of $75,000 of this sum to the American Legion to defray the expense of the Legion representatives assigned to the various districts of the Veterans Bureau.

The remainder of the appropriation was authorized for apportionment among the several Divisions of the Red Cross for carrying on that part of the campaign work that falls directly upon the Red Cross organization.

Young America Sends Vast Relief To Needy Abroad

Various relief projects of the Junior American Red Cross in European countries received an helping 237,000 destitute children during the last fiscal year, according to the annual report of the American Red Cross for that period. The growth of the activities of the Juniors abroad is manifested by a comparison which shows this figure is 200,000 larger than that of the previous year.

The National Children's Fund raised by school children, members of the Junior American Red Cross, was devoted upon for $420,757 for these projects. Receipts for the National Children's Fund during the last fiscal year totalled $135,315.

THE GIRL ON THE JOB

How to Succeed—How to Get Ahead—How to Make Good

By JESSIE ROBERTS

FARM OPPORTUNITIES

I AM constantly in receipt of letters from women girls of office work who ask what chance they would have of investing their savings on a small farm. They want a home, they want to be their own masters, they long for the country after years of confining labor at a desk.

Success in farming requires training and experience as well as a will for that type of work. A good business training and initiative are excellent as stock in trade, but there should be more than that. Farming is no easy job.

Two young women told me that they are making money with a small sheep farm. There is plenty of demand both for the wool and the meat. But these two women also run an apiary, marketing their honey, in a distinctive package. It is the finest honey, and they charge a high price for it. They have worked up a trade with a list of private purchasers, and sell through the mail.

The thing is to have only the very highest class of product, to charge high for it, to put it into attractive and striking packages that are an advertisement in themselves, and to sell direct to the consumer. With the parcel post this is possible. We find it better to specialize in several things rather than in one. Establish a market for one of your items and you'es tablish it for all.

This sounds like good talk, and I recommend it to my readers who may be thinking of turning to the farm as a source of income.

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THE ROMANCE OF WORDS

"TARTAR."

"TARTAR," as applied to the wild tribes which inhabit middle and central Asia, is one of those words in which a wrongly assumed derivation has modified the spelling and the very shape in which we now have it, for the people usually designated by this name are not "Tartars," but "Taters."

The interpolation of the "r" in the first syllable came about when these hordes burst into Europe during the Thirteenth century and swept everything before them. Many persons claimed that the ravages of the invading cavalry constituted a fulfillment of the prophecy in the ninth chapter of Revelation concerning the opening of the bottomless pit and the loosing of the inhabitants of the infernal regions. From this belief ensued the change of their name from "Taters" to "Tartars," the latter being an outgrowth of Tartarus, or hell, whence these implacable hordes were supposed to have come.

The bravery of the invaders, together with their stoic disregard for pain and the manner in which they turned upon their guards when captured, also gave rise to the expression "catch a Tartar" or "he caught a Tartar," which is in use to this day as a synonym for being taken by surprise, particularly when a person thinks that he has made an easy conquest.

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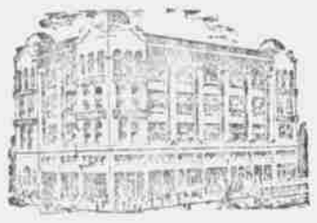

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ANOTHER SALE CONSUMMATED AT ROYSTON

The ink of the signatures of one transfer at Royston is barely dry before another large transaction is completed. Again this week another large deal has been completed at the bonanza camp that will mean much for the future of the mining industry of southern Nevada.

The Hudson Mining and Milling company, through its vice president and general manager, W. H. Royston, has sold to two large groups of capital a total of five claims. One of the groups represents eastern money, coming from New York city, the other is from San Francisco and makes the second deal consummated by financiers of that city during the week.

The five claims which comprise the sales lie adjacent to the main working shaft of the Hudson company. One group of three claims comprises the Sunnyside, Seventy-Six and Fraction 4, while the other of two claims are the Aztec and Storm Cloud.

No consideration was mentioned in the report of the transaction but it is understood that the property changed hands at a very large figure.

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