

TONOPAH DAILY BONANZA

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Interstate Migration.

The department of Commerce, through the bureau of the census, today issued a statement showing the interstate migration of the native population of the United States, as indicated by the Fourteenth Decennial census, taken as of January 1, 1920.

The total population of continental United States on the census date, 195,719,629, comprised 71,070,613 persons who were living in the states in which they were born, 29,274,469 who were living in other states than those in which born, 13,929,882 who were born in foreign countries, and a group of 444,465 natives consisting of persons for whom the state of birth was not reported, persons born in unifying possessions or at sea under the United States flag, and American citizens born abroad. Of the total population, 67.2 per cent were living in the states in which born, 18.2 per cent were living in other states, 13.2 per cent were foreign born, and four-tenths of 1 per cent were included in the group of 444,465 above mentioned. Of the total native population, 77.8 per cent were living in the states in which born and 22.2 per cent were living in other states.

Of the total American-born population of Wyoming 70.5 per cent were born in other states, and in the cases of Montana, Idaho, Washington, Oregon, California, Nevada, Arizona, Colorado, Oklahoma and the District of Columbia, the proportion of natives of other states in their total American-born population was also more than one-half.

The largest percentage of outward migration is shown for Nevada, of whose natives 48.7 per cent were living in other states, and more than 20 per cent of the natives of Wyoming, Colorado, Kansas, Nebraska, Missouri, Iowa, Delaware, Vermont and New Hampshire were living in other states.

No Subsidy, No Ships.

The United States shipping board believes it may require an annual subsidy of \$32,000,000 to keep the flag of the American merchant marine on the high seas. To provide the money it is proposed to set aside 10 per cent of the customs receipts. It is also proposed that the United States sell its ships, take its losses and get out of the shipping business.

President Harding approves and urges the subsidy. Before congress he dealt with our shipping situation frankly and honestly. With the President the nation knows government owned shipping has been a colossal mistake and a gigantic failure; that we must get out of the shipping business and return to "private initiative."

That handwriting has been on the wall for months; since 1919, in fact. We have been pouring as high as \$18,000,000 a month into the shipping sinkhole. The entire shipping board situation resolved itself into a chaotic tangle that was a scandal in the national nostrils. We had failed, and at a ruinous cost.

Traditionally and unweariedly this country has fought ship subsidies. It has been wrongheaded and stubborn about it. The war was our great teacher. In 1918 and 1919 we decided that never again would we be left helpless. We slambanged into an emergency, building ships wastefully. We emerged from the crisis with 12,000,000 tons of steel shipping, costing \$3,500,000,000, and under government ownership it has been costing us more millions for three years. In two months it swallowed up more money than the proposed subsidy will cost in a year at its maximum.

The President has turned back to private ownership as the one way out of an impossible situation. Congress has come to the valley of decision. That soft and oft-sung panacea for ills and evils—government ownership—has had its trial and failed. Nationally we have been converted to the need of a merchant marine, American ships for American shipping. Industry far inland and agriculture have had their lesson, and it is no longer a geographical issue.

If we are to have ships, they must be privately owned and operated. If they are to keep the sea, they must be aided, for a time at least, by subsidies and subventions, and we must overcome the traditional hatred for those long-hated words. The alternative is to watch the American flag fade from the world ports and sea lanes.

Muscle Shoals.

There is urgent necessity for the permanent development for the general good of the people of the United States of the water power at Muscle Shoals.

We are a hopeful people. It is our boundless optimism that has made America what it is today. We share this hope and optimism with other Americans. In discussing with them on the street, in the groceries, in the barber shops and in the houses of congress the necessity and desirability of the Muscle Shoals project, to the question: "What do you think about Muscle Shoals?" invariably the reply has been: "Muscle Shoals ought to be developed," says Mining Congress Journal.

That's what we all think. That's what we have thought for many years. With the proposed development of Muscle Shoals there has recently been coupled in our minds its development by Henry Ford. In common with many millions of other Americans we have said to ourselves: "Oh, well, let Henry have a try at it." The two propositions seemed to be identical—the development of Muscle Shoals and the development of Muscle Shoals by Henry Ford. We had, like many others of us, looked upon him as a sort of an international Santa Claus—a prestidigitator of mechanics and finance.

We fear we were expecting him to take cheap fertilizer out of a silk hat. Then suddenly one morning we read his proposal to raise the \$75,000,000 which must be spent on this property in order to have it in shape to produce fertilizer—to raise this money with a printing press. Mr. Ford makes the statement that money could be issued on the basis of the potential water power yet to be developed at Muscle Shoals. Without doubt this is the unsoundest of all the unsound money proposals that has ever been made to an eager, hopeful, harassed people. And when this proposal was read light dawned on us. We suddenly realized that we had been considering the development of Muscle Shoals and its development by Henry Ford as one and inseparable.

We realize now that they are not coincident and collateral conditions and that this Muscle Shoals development is too far-reaching in its national importance to be hastily intrusted to an individual, at least under a contract whose proposals of service to the whole people are as indefinite as they are in the Ford offer and whose guarantees from the whole people will call for an expenditure through the government of the United States, of \$75,000,000 to develop a water power to be turned over exclusively to Mr. Ford and his heirs in perpetuity.

Not Responsible.

Senator Watson of Georgia, has made another dash into the limelight by announcing the alleged discovery of a law prohibiting a secretary of the treasury from engaging in business. He asserts that Mr. Mellon has no legal right to his office, and should resign at once. Mr. Watson's charges are as ridiculous as those he recently made regarding the wanton execution of soldiers in France. Even if there were such a law it would be manifestly unworkable, and has probably been violated by every secretary of the treasury who has ever held office. Every man of sufficient prominence to be named to a cabinet position is technically in business, either actively or through the ownership of stocks, bonds or other income-producing property. Mr. Mellon is no exception.

Transportation Tie-In.

Administration officials believe that a strong influence in the up-building of the American merchant marine is contained in the suggestion of President Harding that railroads be permitted to own ships engaged in foreign trade. It is claimed that such ownership would not only aid the roads in the operation of their rail lines, but would even bring about a reduction of rail rates. It would be a marked incentive toward increased co-operation between rail and ship lines. Through shipments would be the rule, and an opportunity would be presented to secure much of the immigration traffic that now goes in foreign ships.

It has been such a thriller in Paris and Washington that Japan and China may feel impelled to reproduce at Genoa their famous Shanghai knockabout act.—Chicago News.

PERFECT FIGHTING MAN HAILS FROM OMAHA



In the recent national search by American Legion posts to find the physically perfect and typical Yank fighting man, Sergeant Wm. Mellon, 16th Infantry, who lives in Omaha, Neb., was selected. His measurements 5 feet 10 1/2 inches, weight, 160 pounds, hair, light brown eyes, blue.

general management of W. G. Adamson, local mining engineer, who reports that the estate lately has rapidly been improving and a chunk of solid ore weighing between 150 and 200 pounds was exhibited last week at the company's office in the First National Bank building.

It is estimated that the whole chunk will assay at least \$4,000 to the ton. The ore is a blackish brown color, resinous-like, characteristic of Jamesonite. When first opened the rich ore appeared in the vein in streaks and small bunches, but as depth is attained this ore is showing in larger bodies and the late development work is proving the existence of large bodies of the rich material.

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SUNSHINE MINE HUMBOLT CO. HAS RICH ORE.

One that assays from \$1500 to \$5,000 to the ton, with the values mostly in silver, is now being extracted in the workings of the Nevada Sunshine Mines company's property at the camp of Sunshine, 16 miles south of Winnemucca, says the Humboldt Star.

The strike is reported to be an extraordinary one with a big showing of the rich ore, which is designated as "Jamesonite" and "tetrahedrite," carrying extremely high values in silver.

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