

TONOPAH DAILY BONANZA

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THANKFUL ARE WE THIS THANKSGIVING DAY

The annual festival of Thanksgiving for the services of the closing year will be observed throughout this country tomorrow and as usual the people of Tonopah and Nye county will fully manifest their appreciation of the season. We of America have much to be thankful for during the past year. We have been blessed with prosperity on every hand. Our large manufacturing plants have started their wheels of industry and our mining camps have taken on new life and activity. We have had no serious drought and our crops have been bettered with abundant rains. Our agricultural and horticultural and peach and livestock has returned to the normal. No longer are we encumbered by any serious disputes with foreign nations and no longer are we in the throes of any great industrial disputes such as once threatened to engulf our progress throughout the land. We of the United States have much to be thankful for in behalf of the blessings of the Creator that have been bestowed and these that are to be bestowed and we should all bow in the deepest reverence on this day that we are observing. No one can try on the face of the earth to outdo the prosperity that is the lot of ours, and it must be that the Great Divine in His infinite wisdom is in this way showing His appreciation of the charity that has been and is now being bestowed by our people to bring relief to those of other lands who have suffered in such a marked way since the beginning of the late world war and until the present time.

THREE MINING CAMPS SHOWING PROSPERITY

Manhattan, the gold camp of Nye county, is making strides towards redemption, and like its neighbor, Round Mountain, lying only a few miles distant, a splendid production is now being reported. Both of these camps are only in their infancy as mineral producing sections, and increased activity is again noticeable. The splendid output of bullion that is being made by the White Caps Mining company at Manhattan is fully balanced by the production that is being made by the Round Mountain Mining company. Both mines in question have passed the prospect stage by many footsteps and have been developed into producers that will assist in swelling the output of the precious metals from this section of the state for a long term of years.

It is most gratifying to note the optimism that prevails at both camps in question. Manhattan, which during the past year has passed through two serious conflagrations wherein the major part of the town was wiped out, is made up of a happy and contented lot of people and there is a spirit of optimism prevailing that is seldom witnessed in any mining community, be it young or old. Manhattan is a busy little place and several properties are receiving well deserved attention. The building of a modern and up-to-the-minute milling plant by the Manhattan Consolidated Mines company, augurs well for the district. It means that a steady and substantial production will follow in the near future, which in itself, will prove an incentive for others to proceed along conservative lines in the exploitation of the mineral resources of the district. Placer mining which has proved so highly profitable during recent years, remains in its infancy and when the plans of a number of property owners have fully developed, the production from this source will be greatly augmented.

To the rehabilitation of Manhattan the greatest credit must be given John G. Kirchen, moving spirit in the White Caps Mining company, and who serves as general manager of the Tonopah Extension Mining

company. Through his indefatigable energy and far-sightedness as a mining man he has made the White Caps mine what it is today, and for these efforts the people of southern Nevada are deeply indebted.

Round Mountain people, like those in Manhattan, believe a great future lies ahead of them. The recent discovery made by the Round Mountain Mining company in what was supposed to be the faulted section of its mineral holdings, has proved conclusively that the territory in that county has practically remained unscratched and the future years will no doubt witness numerous discoveries of great persistence being made which will aid materially in swelling today and for these efforts, the wealth of the land.

Round Mountain people also have a debt of gratitude to pay to no other person than Louis D. Gordon, president and general manager of the Round Mountain and Fairview Mines companies. It was none other than Mr. Gordon who kept that prosperous mine mining and moving steadily along and it was wholly through his efforts that the scope of the mineralized area was widened and a steady production of gold-bearing ore maintained, both through free-drain and quartz operations.

While mention is being made concerning Manhattan and Round Mountain, there is another section lying seven miles north of the latter camp that is worthy of special mention. We have reference to Gibraltar where an active campaign of development is being waged by the New Gibraltar Mining company. The financial end of the proposition has been provided for in a most liberal manner and exploration promises to result in a mine of magnitude eventually being developed. The activity manifest at this property has stimulated matters in general and already several companies are in process of organization that promise to prove a dominant factor in the future life of that camp.

In giving due credit to men who do things in a mining way the name of Harry C. Stimler should not be omitted. As the discoverer of Goldfield Mr. Stimler has always been on the lookout for something big in a mining way, and it has been through his efforts that Gibraltar, the new silver district, sprang into the limelight. We will all watch the efforts of this empire builder and the prediction is freely made that Gibraltar will prove another land of riches to be credited to southern Nevada.

All things taken into consideration the three districts above enumerated seem to possess a brilliant future, and with consistent boosting on the part of the residents, followed by systematic development, many large gold and silver producers should be the result.

In conclusion it is only just that we of southern Nevada when speaking of Manhattan and Round Mountain districts give full credit to whom credit is due, and we say in all sincerity, let us doff our hats to John G. Kirchen and Louis D. Gordon, real mine builders.

WHAT ABOUT A MERCHANT MARINE?

Here are a few pertinent facts regarding the merchant marine problem that now confronts the country:

The United States government found itself at the close of the war in possession of a fleet constructed during the war emergency at a cost of three billion dollars.

A large portion of that fleet, particularly the wooden ships, was utterly useless for practical merchant shipping purposes because the space required for its own fuel was so great that no profit could be made out of space available for transportation of paying cargo.

Until some other arrangements and a definite plan could be agreed upon the government operated some of the ships at a loss which formerly ran into hundreds of millions, but which has now been cut down to about

fifty millions a year, below which the loss cannot be reduced.

The ships must be operated by either the government or private operators or they will deteriorate, and a high cost must be paid for care taking.

A plan has been devised under which the government would dispose of all ships which it is now operating at a loss of fifty millions a year and permit them to be operated by private operators to whom the government would pay about thirty million a year, in return for which United States mails would be carried regularly, ocean transportation service would be maintained for the development of American commerce and the ship would be subject to the call of the government as auxiliaries of the navy in case of war.

Therefore, the country has before it the question whether it shall abandon the ships entirely, or continue to operate them at a loss of fifty million a year or sell them to private owners who will operate them under a plan which cost the government thirty million a year. The ship subsidy bill is opposed on the ground that it contemplates payments from the government treasury to the operators of private ships. Opponents of the bill ignore the fact that the government is now paying fifty mil-

lion a year in deficits for the operation of ships that do not render as satisfactory a service as would be had under private operation.

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