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Every Mile a Picture!

### My Wife and Four Children

Are the five reasons given by a man of property for declining to sign an official surety bond—and what five stronger reasons could be given by any man for refusing to jeopardize the future of his family and nullify the provisions he has made for the preservation of his home and the competency he has set aside for old age?

Refusal to sign a personal surety bond is no injustice to even your nearest and dearest friend who is elected to public office. The few dollars necessary to secure a corporate bond is the one best investment any public official can make. It leaves him a free agent—under obligations to no man for personal favors.

And, then, why should you assume such a risk? That there is an ever present risk has been proven over and over, as evidenced by the law which makes it impossible for any man to qualify for a public office of trust and responsibility until he has filed an acceptable bond. Is it right or fair that you should, personally assume the risk which the lawmakers have decided is too great for the continuity at large to assume?

You may think you know your man and that he is, like Caesar's wife, above suspicion, and, like the king, can do no wrong. But what means have you of knowing the man whose bond you have signed is executing his trust in exact accordance with the law, or that his hooks are accurate at all times?

The United States Fidelity and Guaranty company, Baltimore, Md., spends a large sum annually in a careful supervision of the methods of the public officials for whom it becomes surety. This is proof conclusive that such action is a vital necessity and possible only to a corporation with large resources at its command. LET US QUOTE YOU RATES

### R. W. Crockett & Co

PRICE, UTAH

### NEW HOMESTEAD LAW

Time Under the Statute Act Reduced to Three Years.

The Advocate has been requested to give a summary of the new homestead laws. The time of residence on lands taken up under the Statute act has been reduced to three years. In order to obtain a patent, it must be shown that the homesteader has resided on his land three years. The limit formerly was five years. Honorably discharged soldiers and sailors are entitled to claim credit for the period of their military service.

Before the new act no specific amount of cultivation had been required respecting homestead entries made under the general law, that is, an entry of a hundred and sixty acres. Under the revised statutes, however, a clause was interpreted by the Interior department to mean that the entire tract should be "used in a husbandlike manner" for a term of five years. The new law reduces the required area of cultivation to not less than one-sixteenth.

The homestead entryman can leave his home five months in a year. The procedure for persons desiring to make a homestead entry as required by laws now in force prescribes that before the application for entry is made a personal inspection of the lands must be made to ascertain if they are suitable.

# PRICE ROUTE IS "THE ONLY WAY"

Pathfinder Westgard and Party Decide That the "Biggest Little City in the World" Go On National Highway.

At a meeting of the Salt Lake City Commercial club last Monday evening the Midland trail was unanimously endorsed as the first transcontinental highway to be constructed by the United States government. During the banquet which followed talks were made by Gov. William Spry, several Denver, Colo., business men and members of the club, Levi N. Harmon of Price was present. Called upon for a speech, he said, among other things:

"The Midland trail is the only logical, reasonable and feasible route for a transcontinental highway. We can build a road from Price to Colton for fifteen to twenty thousand dollars. We are ready now to tackle it. From Colton to Salt Lake City you already have a good road. This will aid in establishing the Midland trail as the transcontinental route from Grand Junction, Colo., through Price and Provo to Salt Lake City.

"The Midland trail will reduce the distance across the continent from three to four hundred miles and along a temperate latitude, where it is neither too hot nor too cold, but best for all times of the year.

"We are ready in Carbon county to put forth our best efforts to furnish the money you ask for. What we cannot raise by taxation we will by personal subscription. There is no outlet from Price to Salt Lake City now and we want to spend our money in your city.

"We have a surplus of it and we don't know of a better plan on the globe to spend it than in Salt Lake City. We have some mighty fine homes in Price. We'll mortgage them, buy automobiles and come here to spend our money."

The Grand Junction to Salt Lake City leg of the Midland trail has been blazed. After a two weeks' battle with rain and snow, and what was still worse, lack of roads, the Grand Junction bunch of boosters, helped by Price and Provo automobilists, delivered A. L. Westgard safe and sound at Salt Lake City last Saturday afternoon. When the automobile club's headquarters were reached the journey had ended as far as Grand Junction, Price and Provo were concerned and the first party of automobilists to reach Salt Lake City over this route were ready for the dinner awaiting them at the commercial club.

The story of the trip was a story of hardship, which, however, appeared as play to the crowd of determined men who set out to blaze an automobile trail from Grand Junction to Salt Lake City. For two weeks, men prominent in business circles in that town have built bridges, dug ditches, piled rocks and shoveled miles of hillside that the representative of the American Automobile association might get through. At Price the citizens went to the rescue and from here to Colton worked shoulder to shoulder with the Colorado enthusiasts to help the cause along, a cause which they intend to push until a greater part of the transcontinental travel passes through this section of the country.

### Praises Us Westerners.

When he arrived in Zion Westgard declared that never in his years of work in pathfinding had he found a bunch of men so determined as those who accompanied him on this trip. He declared that the men of Grand Junction and Price deserved all honor due in making the trip, for without them he would have been hopeless. Now that the trail has been blazed, Westgard says he hopes it will be improved until automobilists recognize its worth and value as a transcontinental route. While he would not say it was advisable to send tourists over this route at the present time, yet with a little money judiciously spent it would make a magnificent road for automobiles. He declared that he believed this would be done in the near future, because the class of men who accompanied him were of the kind who accomplish things.

That the trail blazers might not feel their work was in vain and to show it was appreciated the Automobile Club of Utah organized a party to meet them. This party journeyed south to Lehi and took the trail blazers into the city, where the commercial club had prepared a dinner. Several speeches were made by Westgard and other visitors as well as D. F. Redman, president of the automobile club, and Secretary Caine of the commercial club.

After securing the promises of the visitors that they would remain over until Monday night, President Redman and Secretary Caine announced the visitors would be given a formal reception and a good road meeting at the commercial club on

Monday night. A wire was received from Denver, Colo., from Edward J. Yetter, president of the Denver Chamber of Commerce, that he would be present at the meeting. Secretary Caine wired back asking that Governor Shafroth, former President Johnson of the Denver Chamber of Commerce, and Thorn-dyke Deland, secretary, be brought along.

Seven cars made up the party which went out to welcome the Westgard party. Acting Mayor Morris, Commissioner Lawrence and Chief of Police Grant occupied the "greyhound." E. D. Evans, vice president of the automobile club; J. P. Boss, W. L. McLeod and T. J. Frittle of Milwaukee were in another. President Redman, A. G. McKenzie, assistant secretary of the commercial club; A. L. Taylor, manager of the Salt Lake Auto company; Frank Bortorill, manager of the Bortorill Automobile company; Bert Angell of the Randall-Dodd Automobile company; Charles Lawrence, Walter Griffith, L. O. Langford, Clifford Jennings, C. C. Campbell and W. D. Thibet concluded the party from Salt Lake City.

### Members of the Party.

Mrs. Westgard, M. T. Hamilton and George O. Seely, the latter gentleman mapping and logging a route for the Hamilton Road Book company of Los Angeles, also made the trip to Lehi in the Los Angeles to New York pathfinding car. The Grand Junction trail blazers were Mayor T. M. Todd, W. P. Eia, William Huthorn, L. Antels, N. A. Glascoe, James Hamilton, M. C. Ramsey, president of the Ramsey Automobile company and president of the Grand Junction Motor club; H. I. Pratt, G. H. McCurdy, E. Frank Winfield, J. J. Wintmann, M. A. Glascoe, Carl Nichols, A. C. Moyer, H. A. Bradeen, J. A. Schlessweh, J. L. Hamilton, H. L. McClintock, Will Colman and A. G. Leobardson. At Price the party was joined by Fred L. Wood and A. G. Guthrie. When the party reached Provo they were joined by Mayor W. H. Ray, Frank Ramsey, E. A. Mitchell, Reed Anderson, George A. Brown and T. H. Hale.

Mr. and Mrs. A. H. Smith of Provo also accompanied the party from Provo to Salt Lake City. Mr. Smith and wife drove a car from Grand Junction to Provo a few weeks ago and at that time had a hard time to get through. They were considered as part of the trail blazing party and were induced to go to Salt Lake City by the Westgard party.

### Amend Other Routes.

When asked whether he considered the route just traversed best suited to this state, Westgard said he was not thoroughly familiar with certain other proposed highways across the state, but added that in view of Colorado's decision to build its road from Denver to Grand Junction, the choice of a route through Utah would be more or less affected thereby. If the Utah stretch of road should be built through the Uintah Basin, as advocated by some, Westgard said that it could find no connecting road in Colorado and that its terminus at the line would be a great distance north of Grand Junction over impassable country.

According to the plans of the automobile association, it is "up to" the people of the various sections to influence a choice of route. The Automobile Manufacturers' association

(Continued on page six.)



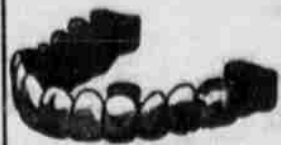
WHAT SHE HOPED.

Reynolds—Why, I thought you were to sail for Europe yesterday.  
 Reynolds—That was no intention, doncher know, but I was changed my mind at the last moment.  
 Reynolds—Glad to hear it, and I hope you got a better one in the change.

My new goods have arrived and can supply you with most anything in the furniture line. The second hand stock will be placed within a few days. Sumner, next to Hallinger's.—Adv.

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