

HOW TO DO BUSINESS

Don't do business in the dark. That applies to buyer and seller. Folks advertise because they are convinced they have something worth selling.

The store that does not use printers' ink may have the goods, but the public doesn't know it.

And it hasn't time to find out without the storekeeper meeting it half way.

SNOW ADDS TO COAL CRISIS IN THE WEST

CONDITIONS NOT SO BAD AS PREVIOUSLY EXISTED.

Some Other Towns and Cities Are Worse Off Than Salt Lake City—Shortage Is Severely Felt Also in Idaho and Nevada Points—Conditions At Eureka and Elsewhere.

Speaking of the coal shortage in Utah and other points in the West the Salt Lake Tribune of Wednesday says that while the coal situation is acute in Salt Lake City, the storm of yesterday adding to the discomfiture of both dealers and consumers alike, it does not present the problem with which several communities in Idaho and Nevada and other towns in Utah are confronted.

Threatened recurrences of a cold spell resulted in a flood of orders which meant long delays at a time when traffic conditions greatly hampered deliveries, but, fortunately, advices received from the officials of the Denver and Rio Grande railroad indicate that, while traffic is retarded somewhat on their lines, the tracks have been kept free from snow. With the cessation of the snowfall and the dying down of drift creating winds, the railroad people are of the opinion that coal will be brought into Salt Lake City in sufficient quantities to allay the fears of a distressing shortage.

Conditions Are Better.

Among Salt Lake City dealers it was reported yesterday that conditions were not as bad as previously existed. The situation can be summed up by the statement of one of the officials of the Bamberger coal company, who said: "Everybody is shouting for more coal, with the commensurate price of the coal dealer resultant. We have enough only to keep us going from day to day, and if the railroads don't fail us we may be able to tide over the situation. The hauling of local bins works hard upon us. Worst traffic conditions plus a big part in meeting the coal situation. The present condition necessitates our carrying half loads and thus causing teams to make two trips, whereas with ordinary traffic conditions one would suffice."

"The increased demand for coal," said another coal dealer, "nearly places us where we were a week or so ago. But the railroads have been keeping up a very fair average and, while we don't get as much coal as we would like to have, at the same time we are enabled to half way get along, and if the people don't crowd us too hard we will be able to meet such orders as will prevent any suffering by reason of a shortage."

Stights Are Being Used.

One coal dealer yesterday secured a number of bobalights which were able to make deliveries impossible with the ordinary vehicle. The Denver and Rio Grande stated that yesterday they placed thirty-two cars on local tracks for unloading, and delivered thirteen cars to the Oregon short line for local consumption. Three hundred and eighty-four cars were said to have been loaded at the mines on Monday and three hundred and fifty cars yesterday. With 15 per cent of these shipments due to arrive in Salt Lake City in the next day or so, weather permitting, they state they have adhered to their determination to bring enough coal to Salt Lake City to supply immediate demands.

Outside of Salt Lake City, the reports show that the shortage is of a distressing nature. A report from Blackfoot, Ida., states that Blackfoot and Bingham county have been without coal this winter, except for small irregular shipments; that while the public schools have not been compelled to close, the court house is without coal. Private families in that section have loaned coal to each other. Twenty-five persons were arrested there for stealing coal, but were promptly released upon payment of costs. The responsibility for the situation is divided.

Suffering In Eureka.

The suffering at Eureka is particularly acute, and the half-and-half plan is being adopted by the families in that section. David Mills, chairman of the school board, let it be known yesterday that, if it needs be, the coal supply for the educational institutions will be turned over to the needy, and the school closed, if such a step is considered necessary to relieve the suffering.

Bingham reports the coal situation no better, with the fear that the schools may again have to close for want of fuel. There was but one car of coal there Monday, with no coal ready for unloading yesterday.

At Tooele many people are without coal, and one school was compelled to close in the new town. The two schools in the old town have enough fuel to last them another day. At a meeting of the commercial club yesterday Mayor Peter M. Clegg was delegated to visit Salt Lake City to see the Denver and Rio Grande officials with the hope that a personal appeal would

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BARRING THE WAY.



—Williams in Indianapolis News.

be fruitful of good results. Yesterday the Ophir school was compelled to close its doors because of a lack of coal.

Logan Is Fortunate.

The situation at Logan did not present such a dreary aspect yesterday, as no suffering is reported for the want of coal, but at Park City the supply is said to be only sufficient to last two more days. Brigham City reports enough coal on hand to keep warm, though economy must be used to cope with its scarcity.

Fort Falls, Ida., is said to be merely holding its own by a "skin margin." The daily consumption in that town is three cars, while the railroad has been delivering on an average of but one car a day. Coal is sold in five hundred pound lots, but coal dealers report that customers have enough to last them the week out.

Goldfield, Nev., has a present need for coal, though five cars are reported to have arrived there. Warm weather there has done much to alleviate conditions, and the hope is expressed that the railroad will keep up its present average.

At Tonopah it was stated yesterday that there were only five cars in the town, with none in sight, and much suffering entailed. Sale of coal has been restricted to five hundred pounds and the inhabitants are using fuel oil and cordwood. The Utah blockade is blamed for existing conditions.

At Idaho Falls, Mayor Edgington received and distributed fourteen cars, and the dealers have received about twenty-five cars during the past ten days. With a continuation of the present supply a famine is not anticipated.

Two cars of coal were shipped yesterday over the Denver and Rio Grande and Southern Pacific to Yerington, Nev. Reports from that section showed that not a pound of coal or wood was available, and that with a considerable amount of sickness prevailing, the population was reduced to a condition of actual want.

TO GIVE ROAD INFORMATION

Commissioners Named to Confer With Agents of Counties.

In order that the county commissioners and county road agents throughout the state may know without inconvenience just what members of the road commission to confer with as being especially delegated to consider the needs of the respective counties when the big meeting on highways, called by Gov. Simon Bamberger, convenes at the state capital Monday, February 5th, there has been prepared a list of the assignees of counties to the respective commissioners.

State Treasurer E. O. Larson, who replaces Jesse D. Jewkes, former state treasurer, on the road commission, has been assigned Carbon, Emery, Inchem, Grand, San Juan, Uintah, Wasatch and Weber counties.

Treasurer Larson has also been assigned the duty of caring for checks on the equipment fund, the contingent fund and the motor vehicle fund of the state.

According to state road officials, the coincidence of the calling of the county commissioners and county tax assessors to the capitol the week of February 5th would insure the most representative attendance of highway workers and expert judges of finance in their own districts ever gathered to consider tax laws and roads propositions since statehood.

A single application of a very small quantity of sodium fluoride has been found to destroy completely all stages and all species of lice on poultry.

FIFTY TO TEN

Carbon County High School Team Sweeps Green River.

Last Saturday the Carbon basketball team boarded the train to Green River to play the boys of the high school there. The team left here at 10:45, arriving there at about 1:30. After the players had eaten dinner they then proceeded to get ready for the fray. The game started at 2:15. It was played on a very small floor, and of course made it rough from start to finish. At the end of the first half the score read thirty-three to four. In the last half the game was played more even, the final score being fifty to ten.

The game was well attended and Green River fans gave their boys all they had in them to enable them to win. Captain Leonard at center was the star of the game, although the rest of the players played an excellent game. Besides the players that went on the trip were J. N. Ellerton, acting coach in A. J. Taylor's place; Lloyd Woods and K. W. Averill. The score:

CARBON			
	FG	FT	PTS
H. Frandsen	2	2	4
Laurip H.	4	4	11
H. Leonard	2	0	4
Dryer	1	0	2
E. Leonard	3	0	6
Tucker	1	0	2
Mathis	0	0	0
Totals	22	6	40

GREEN RIVER			
	FG	FT	PTS
Pinch	1	5	2
Howland	1	0	2
Cheney	1	5	2
Houston	0	1	0
Hillman	0	0	0
Hodkinson	0	0	0
Totals	3	11	4

Referee, Woods; umpire, Brown; timer and scorer, Averill.

JURORS DRAWN

For the February Term of the District Court to Be Held at Price.

Following is the list of jurors drawn for the February term of the district court which convenes at Price Monday, the 19th, Judge George Christensen presiding:

Price—Charles Averill, L. H. Fullmer, Harry Hansen and John A. Mathis.

Winer Quarters—J. W. Kiesel, D. A. Raymond and Grant Gibson.

Stansfield—W. H. Taylor, John Venning, W. L. Linn, A. D. Van Waggoner, Warren M. Conrad, H. A. Johnson and William Memmott.

Stora—George Shepard and R. Larson.

Clear Creek—J. J. Jones and Alfred Maxey.

Wellington—J. H. Guiding and Peter Liddell.

Spring Glen—Jesse Haycock and Tony Dupin.

Castle Gate—N. C. Christensen and W. R. Young.

Scotfield—W. M. Moseley, Joe Farmer and E. R. Wilson.

Harpers—T. R. Housekeeper.

Helper—John Buchanan and J. Tom Fitch.

Charles A. Schart, Samuel H. Schart and George W. Winter of Claco in Grand county have made application to the state engineer for five cubic feet of water from the Dolores river, which they will use to irrigate and develop about three hundred acres of land on the Dolores river bottom.

ROAD PLANS BIG WORK

Veteran Denver and Rio Grande Official Goes to Utah Railroad.

J. H. Luke, superintendent of the Salt Lake division of the Denver and Rio Grande railroad for the past three years, has tendered his resignation to accept the position of superintendent of the Utah Railroad company. Luke has been succeeded by E. W. Deuel, superintendent for the Denver and Rio Grande at Gunnison, Colo., for the past three years. The change became effective February 1st.

Deuel is succeeded at Gunnison by R. L. Hasey, formerly trainmaster for the Denver and Rio Grande on the Salt Lake division and more recently assistant superintendent for the company, with headquarters at Pueblo. The transfer of Luke is in connection with the plans of the Utah railroad to operate its own lines in connection with the Denver and Rio Grande and the Salt Lake Route between Salt Lake City and the Carbon and Emery county mining districts. Extensive improvements in the way of machine shops and terminal facilities are to be begun at once by the Utah railroad, with a view to having everything in readiness to assume the operation of the road on November 1, 1917.

Luke has been with the Denver and Rio Grande for many years. Before coming to Utah he was superintendent for the company at Salida, and prior to that saw considerable service on other divisions of the road. Deuel also is a veteran in the employ of the company and is a son of W. A. Deuel, for many years superintendent of the Union Pacific. Deuel accepted service with the Denver and Rio Grande about thirteen years ago as roadmaster. Subsequently he was elevated to the office of superintendent and for several years has served in that capacity at Gunnison.

Hasey served for many years as a train dispatcher on the Salt Lake division, with headquarters at Salt Lake City. About five years ago he was promoted to the position of trainmaster of the division and two years later was made assistant superintendent, with headquarters at Pueblo.

SALONAKIS TURNED LOOSE

Greek Arrested For Shooting Young Morrison Is Freed.

Nick Salonakis, the Greek arrested for shooting Desmond Morrison some weeks ago at Castle Gate, had his hearing before Justice Lee at Price Saturday and was set free. The charge brought by the county attorney was "an assault with intent to commit murder," which, according to the justice, was not substantiated by the evidence.

The shooting was claimed by Salonakis and witnesses to have been purely accidental. Young Morrison was hunting materials from the old coke ovens that were being torn away. He was on a wagon and came between the Greek, who was shooting at sparrows. The bullet took effect near the heart. For some time Morrison's life hung in the balance, but he is now safely on the road to recovery.

South Carolina's new child labor law, prohibiting the employment of children under 14 years of age in the textile establishments, went into effect January 1st. Employment of about twenty-four hundred children automatically ceased according to figures of the state department of agriculture. The old law made the minimum age limit for employment twelve years.

DRY BILL IS PASSED; GOVERNOR WILL SIGN

Measure Goes Through Senate Unanimously, Is Rushed to House and Under Special Order of Business Is Adopted With Only One Opposing Vote—Governor Bamberger Is Pleased and Will Put Official Stamp On It.

SALT LAKE CITY, Feb. 2.—Utah will join the white ribbon states August 1, 1917. The Young prohibition bill in its amended form, believed by Utah legislators to be the most drastic and the most efficient prohibition measure yet enacted in the United States, passed both houses of the legislature yesterday afternoon with but one dissenting vote.

Gov. Simon Bamberger expressed himself last night as highly pleased with the measure in its present form and signified his intention of signing it as soon as possible after it reaches his office. The bill, before being signed by the governor, will be carefully examined by the attorney general and other expert legal talent to ascertain whether it is "hole proof."

"In all probability I shall sign the prohibition bill in the form in which it passed both houses," the governor asserted. "I am not entirely familiar with the recent amendments to the measure. As soon as possible I aim to read the amended bill very carefully."

Governor Is Pleased With the Bill.

"Of course the matter will be gone over carefully by the attorney general and other competent attorneys before I sign it. I believe the prohibition bill as it finally passed is a splendid measure—one of the best in the United States. Should the attorneys discover any serious defects in the measure I shall ask the legislature to correct them before I sign it."

"The bill makes the governor and the peace officers of the state responsible for its enforcement. With the co-operation of all good citizens I believe the officers will rigidly enforce the measure and that the state will be absolutely dry as soon as the law goes into effect."

The bill was taken up as a special order of business by the senate at 10 o'clock yesterday morning. With one exception the amendments decided upon the afternoon before remained unchanged. The amendment to the search and seizure clause was amended so that the officer filing affidavit to procure a search warrant will not be compelled to disclose the source of his information.

Only a Few Minor Changes Were Made.

The entire forenoon session was taken up by the reading of the bill for final passage and the insertion of amendments of a minor importance. The modification of the search and seizure amendment was strongly opposed at first, but on the deciding ballot the change was favored by a vote of fifteen to three.

At the afternoon session the discussion of the bill was continued as unfinished business and more amendments added. The most hotly contested amendment of the afternoon session was the one to strike out in the definition of liquors the words "whether intoxicating or not."

The amendment was first proposed by Senator Parker, who was supported by Senator Bevan, on the ground that the phrase was superfluous and if literally interpreted would prohibit the sale of malted milk at soda fountains. He argued the stipulation that limited the non-intoxicating drinks to those containing not in excess of one-half of 1 per cent of alcohol was sufficient to protect the state against intoxicating liquors.

There seemed a sentiment for a time that the amendment was proposed on behalf of the breweries, who wished to manufacture "near beer," and the amendment was voted down. Upon a further examination of the phrase, however, Senator Colton, who had voted against the motion, brought the matter up for reconsideration, and asserted that he believed Senator Parker had been correct, and that the inclusion of the phrase only served to weaken the bill. The motion was carried and the words were eliminated.

When the vote on the final passage of the bill was taken all eighteen senators voted in favor of the proposed measure. Senator Chez, who had championed the prohibition commissioner, explained that he still believed a commissioner essential to the full indorsement of the law, but that otherwise the law was almost ideal. Senator Evans also prefaced his vote by an explanation. He declared that he did not believe the law was all that it should be, but nevertheless favored the passage of the bill. In drafting the measure he declared that he believed the members of the lower house had been more anxious to have the bill as No. 1 than to have a No. 1 bill.

The bill was passed by the senate shortly after 3 o'clock, and transmitted to the lower house about an hour later. The bill was taken up by the house for consideration immediately after its arrival. Considerable opposition to some of the senate amendments was anticipated, and great surprise was expressed when Representative Richard W. Young, Jr., sponsor for the bill and ardent champion of the proposed commissioner, presented a motion to accept the amendments as offered by the senate.

The action suggested by Mr. Young was taken and the bill was (Continued on page eight.)