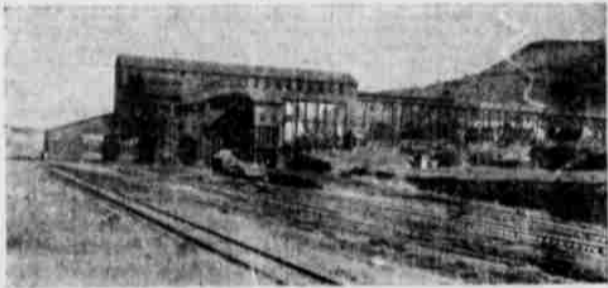


THE COAL INDUSTRY OF CARBON COUNTY

Written for the Railroad Red Book by R. W. Crockett.

Carbon county, named for its great deposits of coal and hydro-carbons, will by the close of the present calendar year (1916) have produced fully four million tons of coal. And, had it not been for the great car famine throughout all this western country, the amount would go much in excess of the figures given. Emery and Grand county mines, of which there are two producers, one at Mohrland and the other at Nesden, tapped by the Denver and Rio Grande system, will add to this on an average of six hundred tons a day for the twelve months, making a grand total for Eastern Utah of close to 4,200,000 tons. At two dollars a ton, which is a fair average net to the producers at the mines, it will be seen that around \$8,400,000 is close to coal company earnings for the year.

Heading the list is Utah Fuel company with properties at Winter Quarters, Clear Creek, Utah



Black Hawk Tipple

Mine, Castle Gate and Sunnyside, which outputs half of the commercial and steam coal of the district, while the United States Fuel company, with properties at Black Hawk, Hiawatha and Panther Canyon, is second. Then follow Spring Canyon Coal company at Cameron, Standard Coal company at Standard, and the Carbon Fuel company at Rains in production in the order named. Much of the coal—in fact, nearly all of it—at Sunnyside goes into coke for the Utah smelters and those of Montana and Nevada. The Ketchum Coal company is a new concern that is just starting in at Castle Gate with a present output of around five railroad cars a day.

The Ketchum company and the Carbon Fuel company at Rains are new concerns for this year and each promises well for the future. At all of the camps of Eastern Utah the labor situation for the past twelve months has been most satisfactory and there is no cause for concern in the future in the matter of labor troubles. Any unsatisfactory conditions of the year have been met in the most friendly way by the mine managements, and the outlook for the coming year is indeed most satisfactory. At several of the camps wages of late have been increased voluntarily by the operators, where it was seen that workingmen were entitled to consideration. Labor troubles in consequence are an unthought of thing. The percentage of English-speaking miners and others employed in Carbon county and foreigners is about half and half.

Figures show that around \$375,000 is paid out each month at the mines for labor, not including top men and clerical and other forces. This money is, for the greater part, spent right here



Portion of the 750 Coke Ovens at Sunnyside.

at home, which makes no better market anywhere West for the products of the farm, dairy and ranch than exists in Price River Valley. Peddlers and others find it profitable to haul their surplus to these camps for a ready cash market at the best prices. Price, being the center of this great industry of mining, derives a great and ever increasing trade from these camps. Many miners have also bought property here at the county seat and are schooling their

children locally in advanced studies, though all of these coal camps have schools up to and including the eighth grade, and none better exist anywhere.

This has been a year of more than the ordinary for surface improvements at the thirteen producing camps of Carbon and Emery counties, where large sums of money have been spent for dwellings, amusement halls and the like for the comfort and enjoyment of employes, it being found that these considerations attract a much better class of labor than where such conveniences are not considered. Every camp in the county has progressed along these lines, and it is estimated that \$250,000 has been thus expended. The miners' homes, as a general rule, are of better construction and more comfortable than are those of the average dweller in the smaller cities and towns. Close attention has also been given to better sanitary conditions, and in every new camp, as soon as population has warranted it, new school buildings have been erected. Notably is this the case at the Utah Fuel company camps and at Storrs, Standardville and elsewhere. Where there are no school buildings pupils are hauled free to the nearest ones.

Rains, above Helper and not far from Standardville, is the "baby" camp of this year, but with the output increasing another twelve months as it has the past four or five, will soon emerge from its swaddling clothes. Crystal Coal company, an Ogden concern with the Brownings at its head, was to have opened this year on a large scale, but will do nothing now until next spring. Its properties are reached by the Denver and Rio Grande, a short distance west of Helper, and comprises some six hundred acres. When work begins something like \$1,000,000 will be spent before anything is sent to market. The coal is of the same excellent quality as that sent out from Castle Gate, Storrs, Cameron, Standardville and Rains. The "wagon haul" mines that supply a large portion of the



Black Hawk

coal to Price and nearby settlements have done well the past year.

In the hydro-carbon field the mines of the Uintah Basin are sending in their usual consignments of elaterite, gilsonite, asphaltum and other "wax" products. Utah Ozokerite company at Colton has been working a large force of men, and, owing to the European war, finds a splendid market in New York for everything produced. L. V. Shearer is at the head of this proposition. Between Soldier Summit and Colton big things are soon looked for in the oil refinery business from the vast deposits of shales there. A Salt Lake City company has ten thousand acres and is soon to put in a refinery for working these deposits and caring for the hydrocarbons. The Scott process will be used. C. M. McNeill and Spencer Penrose of the Utah Copper company are interested to a large extent.

Utah Asphalt will soon begin work on a large acreage of asphaltum land seven miles above Sunnyside. The product goes into paving at Salt Lake City and other cities west. The company is now patenting several hundred acres of ground. They have mountains of the very finest kind of paving material.

Altogether, great are Carbon and Emery counties, as well as all of Eastern Utah. The year 1917 will break all previous records in coal and coke production and in the hydro-carbon fields. A good place to live.

TO BUILD SHIPS AT COST PRICE

Bethlehem Steel Will Make Offer to Uncle Sam.

BIDS ON 16 INCH NAVY SHELLS

No Chance For Profit in Them Under Present Tests, Grace Says—Possible Explanation of the Prices Made by an English Firm Which Bids Under All American Manufacturers.

Speaking recently before the Terra Club of Philadelphia, Eugene G. Grace, President of the Bethlehem Steel Company, said in part:

In a peculiar sense Bethlehem Steel serves the American people.

For example, though we have been able to obtain in Europe almost any price, we have adhered, in our charges to the United States Government, to the basis of prices established before the war began.

We agreed—if the Government would abandon its plans for a Federal plant—to make armor for our Navy at any price the Government itself might consider fair.

Our ordnance plants are at the disposal of the nation at a fair operating cost, plus a small margin, thus saving the Government investment and depreciation.

One of the special needs of the new navy is sixteen-inch guns—guns sixty feet long and capable of hurling a 2000 pound shell with such power and accuracy as to hit a 50 foot square target fifteen miles away.

We have undertaken voluntarily to construct, at a cost of \$4,500,000, a plant fitted to build sixteen-inch guns.

Under no conceivable circumstances can orders which we may receive for this plant pay even a fair return on the investment.

Considerable comment has been made upon the fact that a British manufacturer recently bid less than American manufacturers for sixteen and fourteen-inch shells for the navy.

I am unable to state the tests upon which the English bid was made. It should be remembered, however, that this bid was for a specific shell, samples of which are being sent over for test—a test not yet made.

Two years ago we took an order for 2400 fourteen-inch armor-piercing shells at a contract price of \$708,000, to be delivered within a certain time or we had to pay a large penalty.

The only specifications for making these shells are that they shall be of a certain size and must pierce armor-plate at a certain velocity on impact. It is impossible to forestall the exact conditions of the tests.

We had made large quantities of shells in the past which had been accepted. But in placing this particular order the Department altered the angle at which the tested shells must pierce armor-plate. The result, however, has been absolute inability on our part to produce in any quantity, shells which will meet these novel tests. In fact, we know of no process of projectile-making through which it is possible to produce in quantities shells which will conform to the requirements.

The result is that up to now on that contract of \$708,000, we have put into actual operating expense \$447,881, and have been penalized for non-delivery \$405,744, a total of \$853,625, with no receipts whatever.

Such was the experience in the light of which we were called upon recently to bid for sixteen-inch shells.

We bid on these shells at approximately the same rate per pound as that of a fourteen-inch shell contract of one year ago upon which the Government awarded contracts.

We have not the slightest idea what profit there will be in the making of these shells. We do not know that there will be any. There is no certainty that it would be possible for us to deliver a shell to meet the test.

For officers in the Navy to assume that any bid made under such conditions is "exorbitant" is utterly unfair.

We bid on the new battle-cruisers sums which Navy department experts, after examination of our books, found would yield a profit of less than ten per cent. We agreed to assume risks for increased costs of materials and labor, that made it possible that these contracts might yield no profit whatever.

The costs run beyond the amount appropriated by Congress on the basis of the cost estimates made a year ago.

And because shipbuilders could not alter the inextinguishable cost facts and reduce bids to early estimates of the Navy Department, the prices are called "exorbitant."

It would be a real advantage to be relieved of this naval construction. The profit from it cannot possibly amount to much, and the responsibility is enormous.

We have determined to make this offer to the American Government.

"If you will build two of the battle-cruisers in Government navy yards, we will build the other two at the ascertained cost of building the ships in the Government yards, without additional expense or commissions of any kind. We will also contract to have our ships ready for service ahead of the Government ships."

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