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AS THE NEWS IS READ

When you learn to read the advertising as you read the news, the cost of everything you use or wear is going to be lowered to you.

DEAL IS MADE FOR THE MILLBURN MINE

THIRTY THOUSAND DOLLARS THE CONSIDERATION. Deal Passes to George M. Cannon of Salt Lake City. But Better Is That Utah-Idaho and Amalgamated Sugar Companies Have Finger In Pie—Other Properties to Be Worked.

Mr. and Mrs. H. W. Millburn of this city last week closed a deal for their coal mine about eight miles north of Price, consisting of a hundred and sixty acres—one of the very best as yet undeveloped mines in the Carbon county fields.

Cannon took possession of the property with the filing of the deed and mortgage and agrees to make quarterly report of all coal mined. For this he pays the former owners fifty cents a ton royalty until the property is finally sold.

During the time that Cannon has had an option on the Millburn mine a drift has been run from one of the three Millburn openings, which has demonstrated the value of the coal deposits in the holdings of the Carbon Land company adjoining on the north and also lands to the east.

While there is nothing to confirm the statement from Cannon, it is believed the Utah-Idaho and the Amalgamated Sugar companies are interested in the deal just made, and that when all details come to the surface these concerns will be found behind operations locally.

Campbell in Charge. A. B. Campbell, a practical coal mining man from Salt Lake City, has been placed in charge of the property by Cannon as superintendent. He has offices temporarily with J. W. Hammond on Main street at Price.

In recent prospecting coal has been discovered on the west side of Corral Canyon in the Millburn ground, and another opening will be made on this, giving the property four workable veins all told.

Elimination as far as possible of coal shipments into certain sections of the Northwest, including Washington, parts of Idaho, Oregon, west of Le Grande, and California north of San Francisco, will be in vogue in a few days, according to an order issued a

ANOTHER MOUTHFUL



GOVERNMENT TAKES CONTROL OF AND OPERATES RAILROADS TODAY

WASHINGTON, D. C., Dec. 27.—One of the first acts of the government in beginning operations of railroads will be to reduce large salaries now being paid to the railway executives and increase in some measure the wages of the railway workers.

WASHINGTON, D. C., Dec. 24.—Government possession and operation of the nation's railroads for the war was proclaimed by President Wilson tonight, to become effective at noon Friday, December 25th.

Every railroad engaged in general transportation, with its appurtenances, including steamship lines, is taken over and all systems will be operated as under the director general. In a statement accompanying his proclamation, the president announced that as soon as congress reassembled he would recommend legislation guaranteeing pre-war earnings and maintenance of railroad properties in good repair.

Government backing will be given to new issues of railroad securities that a ready market may be found. The president's move, although forecast for weeks, came at this time as a great surprise to nearly everybody in Washington, including railroad officials.

It had been generally believed he would await the reassembling of congress before taking any step. He acted through Secretary of War Baker and under authority conferred in the army appropriation act.

Direct management of the roads will remain in the hands of railroad officials and the railroads war board, comprised of five of the railroad heads, who will continue to direct actual operation under Secretary McAdoo's general supervision.

The chief practical effect of government operation will be to permit a complete unification of all rail systems, impossible under private operation because of statutes prohibiting pooling of rail traffic and earnings. The roads themselves had gone as far as they dared in this direction, and it became known only today that they had been warned by Attorney General Gregory that a violation of anti-pooling laws could not be permitted.

SHOWS SOME INCREASE

Business With the Denver and Rio Grande Now Improving.

Freight loading on the line of the Denver and Rio Grande in Utah during the week ending December 23d showed an increase of seventy-two cars over the preceding week. The road also received from connecting lines during that period fifteen more cars than during the previous week.

Improvement was displayed in the handling of commercial coal last week, when the company moved twelve hundred and sixty-nine loads, an increase of a hundred and one cars over the week ending December 13th.

Holland Cantrell of this city underwent a serious operation at Salt Lake City hospital on Thursday last week for a cancerous growth on the lower lip. He is reported to be doing well, however, but will be there for some time yet.

The United States steel corporation has bought \$250,000,000 worth of government certificates of indebtedness and will hold them until June.

VOTE TO LEASE PLANT

Majority Large, But the Total Vote Saturday Very Light One.

Price citizens and taxpayers last Saturday at a special election voted to have the incinerating plant and city council lease the municipal lighting plant. The vote was a tight one—a total of a hundred and four.

It is now expected that a lease for a term of years yet to be decided upon will be one of the first things considered by the incinerating plant administrator.

Steps last Saturday's Emory County Progress. With the power falling out on us before we had our type all set last week, several errors crept into the matter, the volunteers without being one of the pieces to suffer.

SOMETHING DOING IN DRILLING HERE SOON

General Manager of the Utah Shale and Oil Company Makes Trip Over Holdings Hereabouts.

Accompanied by Arthur J. Lee of Price, C. W. Sparr, one of the directors of the Utah Shale and Oil company, left here Wednesday morning for the Watson section of the Utah Basin by way of Vernal.

Sparr is the vice president and general manager of the Utah Shale and Oil company and comes from Billings, Mont., where he has been a very successful mining and business man for a number of years.

Geologist Clapp Coming. Frederick J. Clapp of New York, probably the best authority on oil in the United States and a geologist of worldwide reputation, is soon expected in Utah and at the direction of officers of the Utah Shale and Oil company he will report on its Carbon county holdings and also those in the Utah Basin near Watson.

On the advisory board of Utah Shale and Oil company, says Vice President and General Manager Sparr, are such geologists as Frederick G. Clapp of New York, Dr. J. H. Mills of New York and Ganger, Wyo., and Dr. David T. Day of the United States geological forces.

Under government supervision, Dr. Day, Dean E. Winchester, E. G. Woodruff and others have been making careful surveys of oil shale deposits of Utah since 1913, and it is estimated that in the Utah Basin alone there are sufficient deposits three feet or more thick to yield forty-five billion barrels of crude oil from which two billion barrels of gasoline may be extracted by ordinary methods of refining.

Dr. David T. Day Here. Dr. David T. Day is not only working with the men behind the Utah Shale and Oil company, but is assisting in every way possible all others who show any disposition to get in and do things.

Appeal to Operators. Until recently the oil shale industry has not appealed to the business man as an attractive proposition in view of the large supply of oil obtained from wells. But modern machinery and modern improvements are creating a demand for oil which is vastly in excess of the supply.

ordinary methods of refining. And it is safe to assume that by recently developed methods of cracking the oils in the process of refining the gasoline yield will be nearly double. Besides this, it is estimated that the same shale will produce with but little additional cost about six hundred million tons of ammonium sulphate, a compound especially valuable as a fertilizer.

Secret Test Had. In connection with these tests and other research work there has been developed a line of hydrophobic starting in soap and grease. A bituminous distillation from the shale when applied to the surface of wood, iron, steel, concrete, leather, canvas and other substances absolutely prevents rust and decay from the elements. It protects the hulls of vessels and concrete from the destructive effects of salt water.

Uses For the Shales. Used as bearings for highspeed spindles, after a test run of practically two years continuously without oil or lubricants, no wear whatever could be detected on the material nor on the metal shafting or axle. Its tensile strength and adhesion qualities render it the best used in batterybox construction for automobiles. It has successfully withstood tests for a period of more than thirty days sulphuric, nitric, muriatic, phosphoric, hydrochloric, hydrofluoric, sludge acids, pyrometric red oil, oleic acid, and brine, alcohol and benzol, both in solution and full strength.

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