

### Back to the Farm....

Thousands of people feeling the urge of the present high cost of living are looking back to the farm with the hope of bettering their condition. We have frequent calls from parties wanting homes. We can sell your farm to good advantage.

Last year our farm with us. We have facilities for interesting buyers that never fail to bring results. If you prefer to trade for other property, we have a number of customers who need larger or smaller places, cheaper or more costly homes.

Whatever you need, in buying or selling, SEE US AT ONCE. Everything in insurance, Abstracts, conveyancing and notary work. Titles examined. Bonds written.

**LEE-NELMS CO., Inc.**  
Second Floor  
Sivagn Block      Price, Utah

### You Pay As Much

As It Will Cost You For

## Spring Canyon

Mined At Storrs, Carbon County, Utah, By

### Spring Canyon Coal Company

Sales Department,  
Newhouse Bldg., Salt Lake City, Utah.

### Special HARDWARE

All lines of business require hardware specially adapted to their needs. We had this in mind when selecting our stock. We carry all supplies needed by

**THE FARMER  
THE MILLMAN  
THE CARPENTER  
THE BLACKSMITH  
THE ELECTRICIAN.**

And many other special lines. It makes no difference as to what your business is, if you need hardware, we have it.

**J. G. Wheeler Lumber Co.**



The Highest Efficiency

## COAL

Government Equivalent, 2184 pounds. Unequaled For Storage. Will Not Black.

Best of Steaming and Heating Qualities.

**Independent Coal & Coke Co.**

Mines At Kentworth, Utah.  
General Offices, Walker Bank Bldg., Salt Lake City.

### "EATS" TO YOUR ORDER

We are ready at all times to serve meals to your order—from the full course dinner to the most "conservative" of lunches.

Your appetite is your chief concern. We cater to the trade of ladies accompanied by children. Out of town folks shopping in Price invited to come here.

**COLLETT'S CAFE**  
Main Street, Price, Utah

Complete legal blank stock at Salt Lake City and Provo prices. The Sun.

### RATES FROM COAL PROPERTIES TO OUTSIDE

#### MATTER GONE INTO FROM VARIOUS ANGLES.

Representatives of the Denver and Rio Grande Argue For Higher Compensation Before the Public Utilities Commission of the State—Effect On the Sugar and Other Industries.

Fred Wild, Jr., general freight traffic manager of the Denver and Rio Grande, was called to the witness stand the second time last Friday at the hearing before the public utilities commission of Utah at Salt Lake City to support the claim of his road for an increase of fifteen cents a ton on coal from Carbon county's mines to points west in this state. Wild was introduced in rebuttal. J. G. McMurray of counsel for the railroad, explained that on account of what he considered the too wide a scope which the hearing had taken, it would be necessary to introduce more rebuttal testimony than he had planned at the start. Wild's testimony was along lines similar to his evidence at the hearing before the interstate commerce commission in Utah recently in a similar series of cases involving interstate freight rates on coal. He introduced a map of the Rio Grande system, and also a profile showing the grades on the various parts of the line in connection with the coal traffic. He also introduced a number of rate comparisons on coal between points in Utah with rates prevailing in other parts of the mountain region, and at mileages varying from seventy-five to two hundred miles.

**Two Years Compared.**

Wild introduced a statement of coal mined in Utah annually since 1874, including the first nine months of 1917, and also to what railroad lines the coal went in 1916 and in the first three-fourths of 1917. He testified that in the first six months of 1917 coal taken into Salt Lake City for that city was within 7900 tons of the entire amount delivered in the whole twelve months of 1916. Rates on coal traffic in Colorado, he said, had largely been fixed by the public utilities commission of Colorado, and he showed that in many instances these rates were higher than the rates that have been in effect in Utah or than those which the railroad is asking.

Wild was subjected to a series of questions from various sources, and to Commissioner Montnour said that a rate from Kemmerer to Mazon, for example, which was \$1.30 for ninety miles, was the same as from Rock Springs to Mazon, a distance of a hundred and seventy-six miles. The rate from Thompsons to Provo, a hundred and seventy miles, is \$1.50. The rate, however, is \$1.40 from Helper to Provo, which furnishes the bulk of the Provo coal traffic. The rate from Helper to Salt Lake City, a hundred and twenty-four miles, is \$1.60 and the rate asked for is \$1.75. The rate from Thompsons in each case to Salt Lake City is ten cents higher, ten cents being the differential placed by the Denver and Rio Grande on west-bound haul from Thompsons east of Soldier Summit.

**Efforts Ruled Out.**

Wild was preceded on the stand last Saturday by C. E. Leverich, of the dispatcher's office of the Denver and Rio Grande, who had formerly been in the employ of the Great Northern in Montana. He was placed on the stand to rebut statements made by Prickett on the stand with regard to rates between the San Coules coal fields and Butte, Mont., which had been compared. Leverich testified that the adverse grade in the San Coules coal was less than 1 per cent, and further asserted that only about twenty-five cars a year went over that route on the Great Northern anyway. Efforts of Prickett to learn where the Sand Coules coal did go to were ruled out as not proper cross examination in rebuttal.

The first witness placed on the stand in the railroad's rebuttal was C. H. Hawkins, airbrake instructor on the Denver and Rio Grande, who told of the expense connected with inspecting the braking systems of trains over the mountain grades. He said the Denver and Rio Grande attempts to have its brakes 100 per cent efficient, whereas the interstate commerce commission was content with an 85 per cent efficiency under ordinary conditions. The addition of helper engines over the mountain and similar conditions of traffic were gone into extensively, and Hawkins also testified that in Colorado coal fields the expense of handling this portion of train operation is not nearly so high.

**Considered Good Railroading.**

Stephen H. Levy discussed freight rates on sugar to the East and told of an agreement between Paul Morton, in charge of the freight traffic of the Santa Fe at that time, and the Havesmeyer sugar interests, which was to the effect that the railroad would place sugar from the Colorado factories on the Chicago market at a rate that would not offer any premium to a consumer to buy sugar from New York and the Atlantic seaboard. This he considered good railroading, and went on to say that the railroads had taken better care of their Colorado industries than they had those of Utah.

He also testified with regard to former hearings before the interstate commerce commission, at which the vice president of the Denver and Rio Grande was pleading for a lower rate from the Pacific Coast to Chicago, despite the fact that this meant that the road would get only eight or nine cents a hundred for the haul over the entire system, and also despite the fact that the rate pleaded for would give the east producer of sugar an unfair ad-

vantage over the Utah or Idaho producer on the Chicago market.

**Oregon Short Line Man.**

D. R. Gray went into the history of freight ratemaking generally, giving expert testimony as to the methods employed in making bases for apportionment of burdens to revenues. He said that the coal rate from Utah and Wyoming to Butte is not a fair one to present for purposes of comparison, inasmuch as the Utah rate was a competitive one intended to meet competition from Northern Wyoming and Montana points on other lines. From Rock Springs, Wyo., Gray said, the rate now was \$2.50 a ton to Butte, Mont., while until recently it was \$2.40. The differential against Utah on coal to Butte was twenty-five cents as against the rate from Wyoming. In his general review of ratemaking Gray referred to rates to Spokane, Wash., and to towns in Texas. He said that it was not a fair comparison to place Montana rates alongside those in Texas, Montana being a mountain state and Texas a prairie state. Commissioner Hines asked Gray if he would give a reason why the railroads were asking for an increase in coal freight rates. Gray said that it was because they were authorized to do so by the interstate commerce commission.

Immediately attorneys for protestants objected that the interstate commerce commission merely authorized railroads to file tariff schedules and that these were subject to revision by the state public utilities commission, and this precluded a discussion that lasted more than an hour.

C. F. Kahler, a civil and electrical engineer in the employ of the Oregon Short Line, was an expert witness. His testimony was concerning the difficulty of operating trains over grades. He said that the Soldier Summit section was one of the most difficult in the country, as there was a fifty-five mile stretch there over which helper engines must be employed.

**Sudden Halt Comes.**

Saturday evening the hearing came to a sudden halt and was postponed indefinitely. During the day H. W. Prickett was on the stand under examination by W. R. McCarthy for the protestants. He endeavored to introduce through Prickett a list of figures which purported to give the cost of operation of the various Denver and Rio Grande divisions for the year 1907. It was evidently the purpose of McCarthy to force attorneys for the railway to produce similar figures covering more recent years.

J. G. McMurray, general counsel for the Denver and Rio Grande, objected to admitting the figures, saying that he knew of no such report and that it should not be accepted unless some definite authorization for it was given with its introduction. He declared that he knew of no such report being made, nor had any such figures been compiled for presentation to any officials of the road at any time, to his knowledge.

McCarthy intimated that it was a confidential report made for high officials alone, and that if such a compilation of figures had been made for 1907 there certainly had been similar reports since, and they should be available to the commission. McMurray wanted to know of McCarthy and Prickett if the supplier of the figures was so ashamed of them or the way he got them that he would not go on the stand before the commission to identify them.

**Greenwood Takes Hand.**

McCarthy volunteered the information that the man who had supplied the figures to the protestants was not in the employ of any railroad and that he would be produced. It was at this point that McMurray and Attorney Van Cott examined the figures sought to be introduced by the protestants and during the subsequent discussion of the report, which was characterized by the railroad attorneys as unjustified and therefore not acceptable as evidence, and the agreement was reached that the hearing be adjourned indefinitely.

H. W. Prickett of the traffic service bureau of Utah tried to bring out certain facts as relating to the testimony of D. R. Gray, assistant general freight agent of the Oregon Short Line. Attorneys for the railroads raised objections, but Chairman Joshua Greenwood of the commission overruled the objections, stating that the investigation was intended to bring out the facts and that as many of these as were obtainable would be admitted.

W. R. McCarthy of the traffic service bureau took exception to the disposition of attorneys to argue the case while testimony was being introduced, referring to practice before the interstate commerce commission in such hearings.

### DIES FROM REGENT BURNS

Woman Known Locally Succumbs At Her Home In Salt Lake City.

An echo of a Christmas tree fire in which 2-year-old Elmo Yearles was burned to death at the home of his grandparents in Salt Lake City Friday of last week is heard in the announcement of the death of Mrs. Diantha Pehrson, wife of Willard Pehrson and grandmother of the child. According to the husband the death of his wife, who was 50 years old and had been an invalid fifteen years, is directly attributable to injuries sustained at the time of the blaze.

Mrs. Pehrson was born in Copenhagen (Denmark), June 6, 1867, and came to this country in 1889, when she became a convert to the Mormon church. For some years she lived at Ephraim, but in 1902 removed to Salt Lake City. In addition to her husband, she is survived by two sons and two daughters, K. J. Pehrson of Hinkle, Adolphus Pehrson, Myrtle Pehrson and Mrs. Blanche Yearles, all of Salt Lake City.

Deceased was a sister of the late Peter Olson of Woodside and also of Bophus Olson, a merchant there, and was well known to many residents hereabouts as a most excellent woman. She has a sister and other relatives at Huntington and elsewhere in Emery county.

**SOME "INSIDE" INFORMATION**  
ALL THE WAY FROM CHICAGO

CHICAGO, Jan. 28.—Those conservative eyes you see when the girls wear the short skirt of fashion's dictate aren't really bows & legs. They are caused by the high heels now in vogue.

She declared Miss Helena Hope, director of physical culture of the University of Chicago, in telling the women's club how women should dress.

"Though they appear so," she said, "the majority of the girls are not really bowlegged and the curves straighten out when sensible heels are worn."

She says she uses a silhouette lantern in her classes and when the girls stand before the light their distortions are no longer concealed.

The United States, importing before the war as much as \$10,000,000 worth of aniline dyes a year, in ten months of last year exported dyes valued at \$12,500,000.


Unless farmers are sufficiently interested in farm bureau work to form an effective organization which truly represents the farming interests of the county there is small chance of the county bureau meeting with great success.

Production of gold in Utah decreased from \$2,574,947 in 1916 to about \$2,485,000 in 1917. All the gold except a very small amount of milled bullion and placer dust was derived from copper, lead and zinc ores smelted.

There was a record output of copper in Utah in 1917, amounting to nearly 245,000,000 pounds, against 249,275,322 pounds in 1916. The increase was only about 2 per cent in quantity, but over \$12,000,000 in value.

# UTAH FUEL CO.


Miners and Shippers of Carbon County Coals.



Carbon County Coals Are the Best.

## ALSO MANUFACTURERS OF COKE

In the Market for Horses, Mules for Mines, Hay and Grain, Mine Props, Ties, Sprags and Various Other Local Products, Home Industries Patronized.



General Offices Seventh Floor Judge Building, Salt Lake City. Mines at Clear Creek, Winter Quarters, Castle Gate, Utah Mine and Sunnyside, Carbon County.

### Electricity's Part

Have you stopped to consider what Electricity means to America in this war?

Tireless, day in and day out, the Electrical men of the nation are marshaling the forces of heat, light and power for the greater economy and efficiency of our factories, farms, mines and homes.

The Utah Power and Light company is especially fortunate in being able to render a double service to the great territory it serves and to the nation. By utilizing the water power of mountain streams, which would otherwise be totally wasted, this company generated during the year 1917 over 500,000,000 kilowatt hours of electrical energy. In turning the wheels of industry, in operating irrigation systems, and in its service in the factories and homes of Central and Northern Utah, Southern Idaho and Western Colorado, this vast quantity of electric power actually saved last year 1,000,000 tons of coal for use in those sections of the country where hydro-electrical energy is not available.

During the past year we have enjoyed a splendid co-operation from our customers which has been of the utmost value in our efforts to provide adequate, efficient and economical electric service.

Whatever your part in the grim struggle in which our country is engaged, you will find Electricity your willing and tireless servant, at all times adding to the efficiency of your work by its saving of money, time and effort.

## Utah Power & Light Co.

Efficient Public Service

### VERY MANY ALIENS IN UTAH AFFECTED BY THIS RULING

Plans of thousands of aliens throughout Utah and the country as a whole to take out their first naturalization papers whenever it may be convenient, regardless of whether their first papers were secured more than seven years ago, have been upset by a recent decision of the United States supreme court, instructions concerning which have been received by Paul Armstrong, United States naturalization examiner for this district.

According to the decision, aliens who made their declarations to become citizens more than seven years ago, will find them useless as a basis on which to secure their final papers, and the only remedy that is open to them is to file a new declaration of intention in the office of the county clerk of the county in which they reside, and then file a petition for final papers during the next two years.

This decision affects many who have filed on public lands, under the homestead laws, with intention of perfecting their citizenship during the time the land office gives them to make final proof.