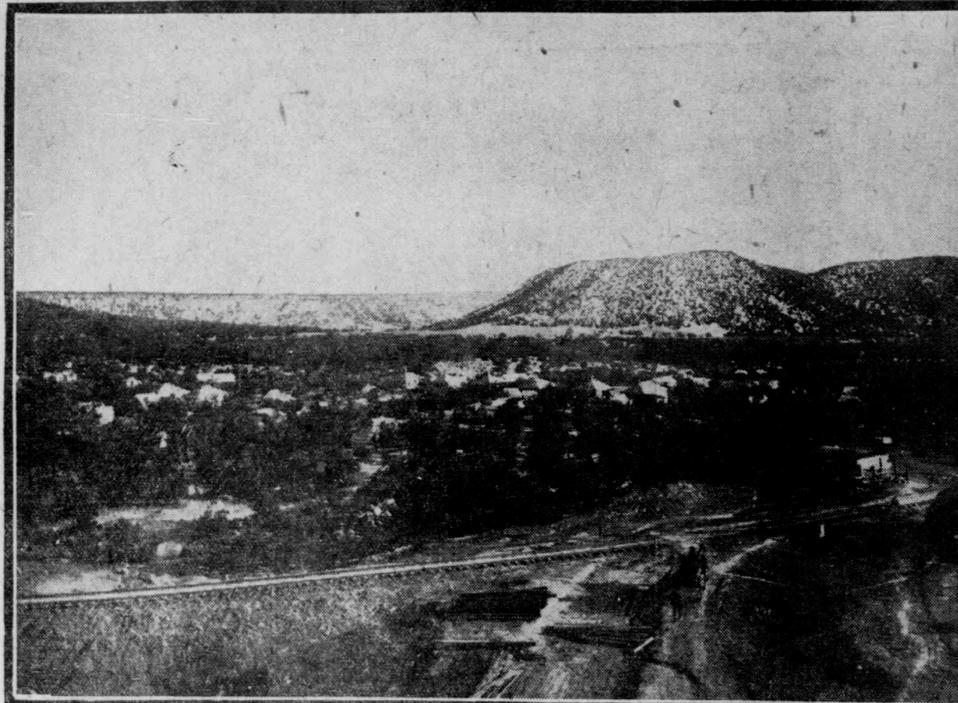
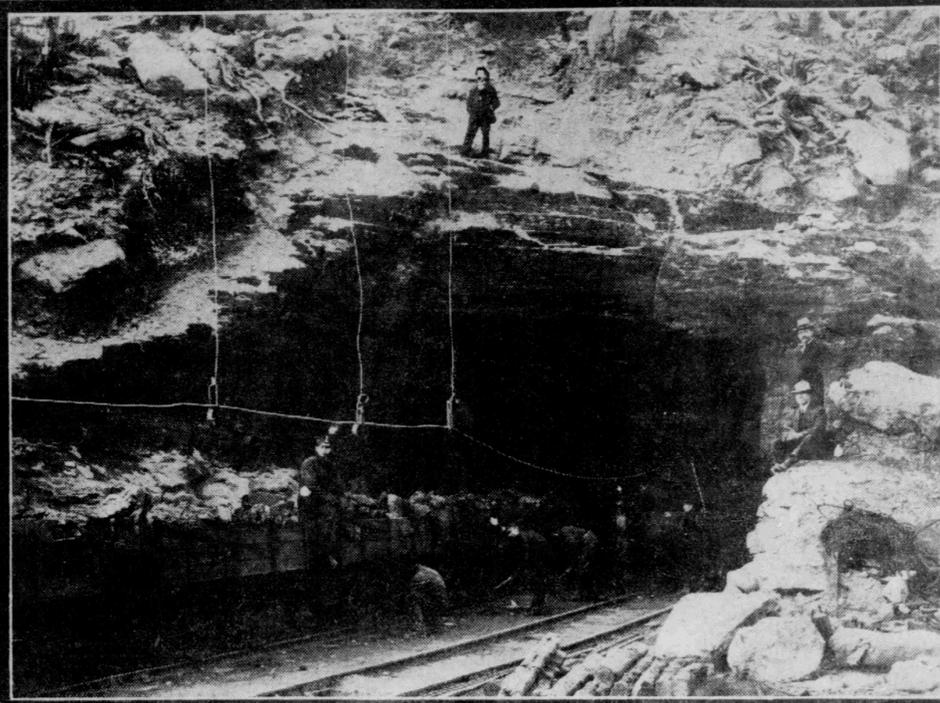


# INDEPENDENTS ENTER UTAH COAL INDUSTRY



New Town of Kennilworth, as Seen From the Mine



Mouth of Main Tunnel Independent Coal Co.'s Mine at Kennilworth, Showing 22-Foot Vein.

	Tons.
Output of the Utah coal mines for 1907	1,907,351
Output of the Utah coal mines in 1906	1,839,219
Gain for 1907	128,662
Coal imported into Utah in 1907	865,699
Coal exported from Utah in 1907	113,900
Excess of imports over exports	751,799
Total consumption of coal in Utah in 1907	2,718,351
Total consumption of coal in Utah in 1906	2,181,548
Gain for 1907	536,803
Coke produced in Utah in 1907	350,000
Coke produced in Utah in 1906	282,195
Gain for 1907	67,805
Output of the Utah Fuel company for 1907	1,800,000
Number of men employed in 1907	2,250
Amount paid in wages and salaries in 1907	\$2,186,979
Number of men killed in fatal accidents in 1907	8
Number seriously injured in coal mines in 1907	21
Number injured, but not seriously	71
Retail value of coal consumed at \$6 per ton	\$13,107,288

the greatest year of its history in 1907. Its total output was 1,800,000 tons of coal, and 350,000 tons of coke were manufactured. On its payroll were 2,250 men, and \$2,186,979.30 was paid out in wages and salaries. Its mines at Castle Gate, Clear Creek, Winter Quarters and Sunnyside were in active operation throughout the year, and there were no labor disturbances of any kind. Practically its entire output was consumed in Utah. Small shipments were made to Nevada and California. At the close of the year this company announces that it has an abundance of coal to meet all demands, and has ample transportation facilities for getting the coal to the points where it is needed. Of course the closing down of the mines and smelters has had a marked effect on the coal companies. There has been no talk of coal shortage in the last two months.

#### Coal for Other States.

But little coal was shipped in from the Wyoming mines, compared with the importation of some former years. This is explained by the fact that there has been a much stronger demand for this coal to the east and north. The consumption of the Harriman railroad system is enormous, and is a big drain on the Wyoming mines. The Oregon Short Line alone consumed during the year 465,000 tons of coal, an amount equal to the output of two of the largest Carbon county mines. Importance is attached to the growing demand for Utah coal to the southwest along the lines of the Clark railroad system in Nevada, and even in far-off California. The shipments over the Salt Lake Route from Utah were heavier than ever before in 1907. They are expected to be very much heavier in 1908. In fact, it is expected that a big business in coal will be developed in Nevada and California in the immediate future.

#### THE SUNFLOWER.

(London Chronicle.)  
The sunflower, which has been a feature of cottage gardens for the last few weeks, is an instance of the poverty of our language, for, while in "toursnois" and "gyrasole" the French and Italians sum up the flower in a single word, we have no name to describe its well-known characteristic. We have, however, borrowed the latter word, and converted it into "Jerusalem," to distinguish from its more succulent rival the tuberous artichoke—the only helianthus which was used for food. But in the Russian Caucasus, as you may remember from Tolstoy's Caucasian stories, the eating of the sunflower seed is a common habit among the peasants. It provides such gentle occupations as smoking, an aid to contemplation, for some automatic skill is needed to get the seeds and reject the husk.

Chief among the characteristics of the coal situation in Utah during the year just closed was the great difficulty encountered in supplying the demand. Many causes were assigned for this. The coal companies threw the blame upon the transportation companies, saying that they had an abundance of coal at the mines ready for shipment, but were unable to secure transportation facilities to transport it to the points of consumption. On the other hand, the transportation companies put forth the plea that they were, as a rule, able to supply all demands, but that the coal companies did not have a sufficient number of men to get out the coal at the proper time. It is the consensus of opinion that the fault lay with the railroad companies—that they did not have the motive power nor the cars to meet the demands made upon them. The unusual activity in the mining camps made drafts upon the railroads that they were unprepared to meet and, as a result, all consumers of coal were made to suffer to a greater or less extent. With the coming of the squeeze in the financial centers of the east and the shutting down of metal mines, smelters and other industries, the pressure was relieved, and for the past two months there has been no shortage of coal anywhere. This is a great relief to many, as suffering was anticipated in many quarters in the winter if the conditions had not changed.

#### High Retail Price for Coal.

Another feature of the year that appealed to all consumers was the increase in the price of coal. In Salt Lake City, Utah, coal was put at \$5 per ton retail, and coal from outside the state was put at \$5.50 retail. These prices were established as a result of agreements between the shippers and the dealers. So far as the public was able to discover, the prices were arbitrary and were not based in any degree on the cost of production or the cost of transportation.

#### New Companies Get Busy.

Naturally the high prices of coal and the difficulty encountered in securing a supply gave rise to numerous movements for the opening up of "independent" mines, that is, mines outside the control of the Utah Fuel company and the big mines operating in Wyoming. One of the most important moves of this kind was the organization of the Independent Coal company and the opening of extensive mines by this company at Kennilworth, some distance out from Helper, in Carbon county. This company is composed of a number of prominent local business men; it has expended a large sum of money in the development of its property; it began active shipping in October last, and is now turning out coal at the rate of 350 tons daily. A good part of this is shipped to California, Nevada and Idaho. This company has two twenty-two-foot veins and one nine-foot vein of good coal on its property. It has purchased the property of the Aberdeen Coal company, and is preparing to put out 2,000 tons a day next year.

#### Other "Independent" Companies.

The Sunshine Coal company, whose property is at Wales, in Carbon county, is another of the "independents" that made its influence felt during the year. It has a producing capacity of 200 tons a day, and the People's Coal company of the same place has a like capacity. Mines in Summit, Weber and Emery counties were active during the year. The Weber mines built up a considerable business among the min-

ing camps of Nevada. Of course, when the slump came and the mines closed down, this demand was cut off and these Weber mines are either running close to the wind or entirely closed down at this time.

#### Outlook for the New Year.

One of the promises for the year just opening is that the "independent" companies will cut more of a figure in supplying the local demand for coal than they have ever done before. The interstate commerce law, it is claimed, will, after May 1 next, give them an equal show with the mines owned and operated by railroad companies; and as a result they are preparing to secure their full share of the business. Among the "independent" companies that are promising to push things in 1908 may be mentioned, in addition to those already discussed, the Consolidated Coal company and the Cedar Creek Coal company of Emery county; the Crystal Coal company and the Federal Coal company of Carbon county; the Utah Steam Coal company, the Rees Grass Creek Coal company and the Union Fuel company of Summit county; and a number of companies that will operate in Weber county. The prediction is that the output for 1908 will show an increase of fully 30 per cent over the output of 1907, and it is also hinted that there will be a radical reduction in prices.

Much better transportation facilities are also predicted for the coming year, especially for the mines along the lines of the Rio Grande Western. Double tracks are predicted in places where the worst congestion occurred in the past year, and many other improvements are on the program. The Utah Fuel company experienced

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