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NEW SCENIC ATTRACTION

Large Natural Bridge Discovered for First Time Only 10 Miles From Cedar City.

IS A LARGE AND PICTURESQUE STRUCTURE

Extremely Rugged Country Makes it Difficult to Approach Until a Trail is Constructed.

William Flannigan and Mayor T. J. Jones are dividing the honor of the discovery of an important scenic attraction in the rugged Cedar Canyon, within ten miles of Cedar City, which they claim has not been known of before. The attraction is in the form of a large natural bridge, having a span of 119 feet in length, and a width and thickness of 13 feet. It is 100 feet from the bottom of the arch to the surface of the gorge beneath. The arch is of stone, quite hard and smooth on top and wide enough for a wagon to pass over it, if one could be gotten to it, which would be an impossibility at the present time.

The natural phenomenon was first sighted by Mayor Jones last Saturday, while with Flannigan and another gentleman they were looking over the timber in the vicinity of the Ashdown sawmill. The day was a clear one, and looking far across the canyon he beheld in the distance what had the appearance of a bridge on the rugged side of the cliff. There was not time to reach and investigate then, and as some of the party had to reach town that night, Mr. Flannigan decided to remain over night at the camp of a sheepherder in the locality, and climb to the bridge the following morning, which he did, being so far as he can ascertain, the first white man to set foot on this remarkable structure of nature.

Thursday a party of local people, headed by Mr. Flannigan and including Mr. Parley Dalley, geologist, and Mr. J. M. Bladen, photographer, made a trip to the bridge, taking measurements and a number of photographs. One or more of these will appear in the Record of next week.

That such a large and spectacular scenic attraction could have remained hid for more than 60 years within ten miles of Cedar City, not a mile from the Jones & Bulloch coal mine, one of our principal sources of fuel supply, seems almost beyond belief, but such seems to be the case. At any rate, if anyone has previously found it they have not considered it of sufficient importance to give the matter any publicity, for certainly this is the first time the management of the Record has heard of it.

When the proposed automobile road is completed through the canyon, this natural bridge will be the feature of one of the highly interesting side trips.

SUNDAY WAS UNLUCKY DAY.

Last Sunday seemed to be an unlucky day in Cedar City, according to the report turned in by Dr. Leonard of the Southern Utah Hospital.

To begin with, one of the sons of W. P. Barton, main contractor between this place and Paragonah, had his arm broken while cranking an automobile. The limb was set at the hospital, and the lad is getting along well. Later in the day Ray Davenport underwent a second operation for appendicitis, for recurrence of a pus case. The operation was a very delicate one and the results somewhat in doubt, but at this writing the patient seems to be doing as well as could be hoped for. During the night a Mrs. Corn of Sahara, was brought in badly shot with a shotgun in her right arm, and in the abdomen and thigh. It seems that Mrs. Corn was engaged in killing off some worthless dogs that infested her place, and was just in the act of poking one of them out of the woodpile with the breech of the gun, while she grasped the muzzle, when it was exploded. Her arm was literally torn to pieces and other injuries inflicted, as above stated. The ladies' wounds were dressed, and she was resting comparatively easy and was thought to be in no serious danger at last accounts, though she will carry a number of shot and will have an ugly scar as souvenirs to her dying day.

A PROGRESSIVE CEDAR FARMER

Worth the While of Anyone to Visit David Bulloch's Farm and See His Labor-saving Devices.

It is worth the while of any person interested in good machinery and equipment to pay a visit to the farm of Mr. David Bulloch in the Union Field. Mr. Bulloch is one of our most progressive farmers and believes in having everything arranged as conveniently as possible, and by the installing of the best labor-saving machinery, reduce expenses of operation to the minimum.

As the matter of first importance to any farm home is an adequate supply of good water for culinary purposes and for the watering of stock, Mr. Bulloch has gone to a great deal of trouble and expense to provide a first-class modern water system, which is fed by pure artesian water pumped into an air tight steel tank with gasoline power. By means of this pressure tank the water is forced into every part of his home and to all his extensive corrals and sheds where the livestock is kept.

The farm has a neat brick house, which affords accommodations for his own family while at the farm, and also for the help needed in conducting the farm.

In the matter of machinery, he has the very latest appliances for harvesting the hay, which is one of the most important crops, consisting of a Key-stone rake of the revolving type, a late improved loader, which takes the hay from the winrow as the wagon is driven along the field and elevates it much as the old style straw carriers operate on threshing machines; the hay, of course, is unloaded by means of a derrick. There is a first-class manure spreader, and in addition a manure loader, by means of which a wagon can be loaded every five to ten minutes, and is unloaded and spread just as quickly with the spreader.

There are convenient sheds and corrals for the animals, as high as five or six hundred of which are fed at certain seasons of the year, with big scales and chutes for weighing them. All harrows, plows and other farm implements are provided with conveniences for riding, so as to remove as much of the drudgery from the farm work as possible.

Gradually and by degrees the cultivated area is being extended and the odd corners and waste places made to yield useful crops instead of weeds, as is too often the case with many of our farms, so that a few years more will see Mr. Bulloch's one of the best kept and most profitable farms in the valley.

A great many men of the older school are opposed to new-fangled ideas and implements for saving labor, which they look upon as fit only for shiftless, lazy farmers, who are seeking to shirk hard work. But not so with David Bulloch. He travels about considerably, and always has his eyes open for any kind of a new machine which promises to save labor and increase the efficiency of his farm, and when he sees such a device he is not long in procuring one.

More farmers like David Bulloch is what we need in this part of the country.

THE WEEK'S OFFERINGS AT THORLEY THEATRE

Following is the program of moving picture plays to be shown at the Thorley Electric Theatre during the week, beginning Monday, Sept. 4th: Monday—Carlyle Blackwell in "The Clarion," five reels by the World Co. Tuesday—Five reel Western feature by the Universal Film Co. Wednesday—Five reel Western program by the Mutual company. Thursday—29th episode from "The Diamond from the Sky." Friday—Kitty Gordon in the piece, "As in a Looking Glass," five reels, World corporation. Saturday—Six reel Western program by the General Film company.

Work is being pushed with a good deal of zest and vigor by Contractor E. Burton on T. A. Thorley's new residence on upper Main street, and it is expected that about another 30 days will see it ready for occupancy. It will be of strictly modern construction, not overly large, but very convenient, and will be ample for his requirements.

SCHOOL HOUSES ARE POSTPONED

Those at Parowan, Enoch and Summit Will Not be Erected Until Next Season.

PRESENT BUILDING AT PAROWAN INDISPENSIBLE

School Board Holds Busy Sessions, and Gives Attention to Many County School Matters.

The Iron County School Board met last Tuesday for the opening and consideration of bids for the building of school buildings, as advertised in The Record. All bids were found to be too high and were rejected.

The building at Parowan will not be erected until next year, as the old building could not be dispensed with until the close of school next spring. The school will open there before the other schools of the county and close proportionately earlier in the spring, to allow for the razing of the old building and getting it out of the way so that work on the new building may begin.

The lowest bid received for this building, for the general contract, was \$42,275, and allowed \$2,500 for the old building. This did not include plumbing and heating, which bring the total cost of the building up to about \$50,000. This bid was submitted by Contractor Burton.

The buildings at Summit and Enoch had to be held over until next year on account of the difficulty in obtaining brick at this time.

The one room buildings at Cedar Bottoms, Sahara, Yale and Modena will be erected by day's wages, and arrangements are now being made for the beginning of work on them. The people at each place are granted the privilege of helping with the erection of the buildings, in return for which they will be allowed the use of the buildings for social purposes.

First year high school work will be given at Parowan this year, a registration fee of \$5.00 being required for entrance.

The "mileage scheme" for the benefit of those children residing more than two and a half miles from an established school, was discussed, and the Superintendent was authorized to pay students of Stalene who attended the Modena school \$1.00 per week, as there are not enough children of school age to justify the running of a school at Stalene. The same offer was authorized at Nada and Lattimer for pupils from these places attending the Lund school.

MAXWELL MAKES TRYING LONG RUN

Covers International Highway From Tia Juana, Mexico, to Vancouver, British Columbia.

Vancouver, B. C., Aug. 23.—The International Highway became a reality today when the "International Wanderer," famous Maxwell "25" touring car which holds the world's motor-non-stop record, rolled down Granville street and stopped in front of the Vancouver Hotel.

The finish of the run from Tia Juana, Mexico, marked the first official tour over the scenic International Highway, a road of three countries. The International Highway is a combination of Mexican roads, the famous El Camino Real of California, the old logging trails up the Pacific Coast through the redwood forests, farm roads, roads long ago forgotten that were originally Indian trails, a stretch of Pacific Highway and British Columbia Highway. The combination makes one of the most scenic routes ever laid out, a road of historic wealth and romantic richness.

Now that the famous little Maxwell has completed its task of mapping the International Highway reclamation and improvement work will commence immediately. Cities, towns, counties and districts all along the wonderful trail, have taken up the work of popularizing this rediscovered

ATTRACTIONS FOR THE STATE FAIR

Preparations Being Made for Many Sensational and Interesting Features—Crowds Expected.

With a battery of the world's most famous and daring racing drivers ready to send their hundred horse power speed demons around the great track in a death-defying exhibition, and with aeroplane flights arranged for, together with brilliant confetti strewn midways and a bevy of the most sensational free outdoor amusement attractions ever procured for a similar event, the Utah State Fair Board is rapidly completing details for the entertainment of the throngs of Utahns who gather at Salt Lake each year to attend Utah's great State Fair.

Many changes and improvements have been made in the fair buildings and grounds; elaborate decorations are already under way, and the indications are that the fair this year will be bigger and better than ever before.

The State Fair Association this year is a member of an inter-state horsemen's association, which enables the State Fair to guarantee a week of the most sensational horse racing any State has ever enjoyed.

Twelve counties of the state have already reserved good spaces at the exhibition building for a showing of their products, and Iron county should get in line and do its part towards making the State Fair a success.

The new garage promoted by Messrs. Parry and Jones, which is now nearing completion and occupies a position on the east side of lower Main street, has been leased to John H. Fife, agent for Ford cars, and will shortly be open for business. Mr. Fife is importing a couple of good repair men from the northern part of the state. Mr. Fife is also expecting two car loads of the new type Fords in now almost any day.

James Abbott of Enterprise was brought to town the fore part of the week with what was presumably an attack of appendicitis, but which Dr. Macfarlane found to be typhoid fever. The patient was at once taken home for nursing, the family having had considerable experience with typhoid fever cases. The young man was in quite a serious condition, and had a severe hemorrhage while here.

highway and preparing it for the motor tourist.

With approximately 40,000 miles stored away in the speedometer and good for many more additional thousands, the sturdy Maxwell will start back to the Mexican border after three days in the British Columbia metropolis. On the return journey the car will travel the Pacific Highway, with a side trip to Crater Lake in Oregon and a jaunt into the Yosemite Valley of California, where motion pictures are to be made showing the service-scarred Maxwell in action.

Jack Griffin, special representative of the Maxwell Motor Sales Corporation, who drove the car all the way from Mexico, reported that one puncture and a broken top-bow caused by driving through the forests of Oregon with the top raised, were the only mishaps of the strenuous trip. The car started with old tires all around and at Marshfield, Oregon, the worn rears were discarded for new casings as a safety measure.

Accompanying Mr. Griffin upon his arrival at Vancouver, were Charles Heffer Linderman, secretary of the International Highway Association and Al. G. Waddall, well known magazine writer. Mr. Linderman is to spend some time in British Columbia in the interests of the association before returning to his home in Southern California with Mr. Griffin, where he will write several articles for America's leading motoring magazine, describing the tour in the sturdy little car.

The car presented a novel appearance on the streets of Vancouver, flying the flags of Mexico, United States and Canada, and covered with the names of the cities passed through on the trip from Mexico. The body, that was once black, now looks like a school boy's slate. The names of the cities are painted in amateurish letters on every bit of space and in many cases where there was not room on the body names have been scrawled on the running boards.—Adv.

URGES BONDING FOR GOOD ROADS

Secretary of State Has Program for Giving Good Surfaced Roads to Entire State.

WOULD COMBINE STATE, CO. AND FEDERAL AID.

Believes that With Good Permanent Highways People Need Not Worry About a Railroad in County.

Salt Lake City, Utah, Aug. 22, 1916. Iron County Record, Cedar City, Utah; Gentlemen.—Find enclosed herewith a clipping from the Herald Republican, dated August 20th, 1916, which I am sending to you for the purpose of encouraging your paper to write such a story as you see fit on permanent road construction in your county. The table in said clipping, which I have prepared, shows that your county has no bonded indebtedness, and that under the present law the county is entitled to bond for \$118,930.68.

My suggestion is that each county in the state and the state itself, bond for money with which to build permanent roads, as the money received from this source of bonding, together with the money received from the State of Utah through a bond issue of the state, added to the money apportioned by the state to each county, received on account of motor vehicle registration, and the money now being apportioned to each state and to each county in the state from the Federal treasury would soon make it possible to have splendid hard surface roads over which motor vehicles could carry freight and passengers, which would accomplish the same results as if a railroad were built into your county.

This is a proven fact, because where good roads have been established paralleling railroads, motor vehicles driven for the purpose of handling freight and passengers are operating successfully in competition with the railroads, and in many instances, at a lower rate, both for freight and passengers.

I am sending you this clipping, and these suggestions merely as information and as a suggestion to you, realizing full well that you are very much interested in permanent road construction, and also realizing that the people must be encouraged and educated to make a clamor for permanent roads and also to be taxed and bonded for the purpose of raising money to accomplish said road construction.

Yours very truly,
DAVID MATTONSON,
Secretary of State.

The above has the full and hearty endorsement of The Record, notwithstanding we realize that a great many people are still opposed to bonding, and will protest that you are selling their children into bondage, and all that sort of thing. But this is all a bugaboo. The bonds would not be seriously felt by any one, and the program that the Secretary of State outlines would provide enough funds to construct good, hard, smooth, surfaced highways all over the county. And we agree with Mr. Mattson that with roads of this kind all through the state it need be a matter of small concern to us whether we get a railroad into our section of the county or not.

The commissioners of Iron county could not do the people a greater service, to our way of thinking, than to bond the county for \$100,000 for permanent road improvements, and then augment this as far as possible from the other sources named above. The principal part of the money thus expended would revert back to the people for their labor, and then we would have the good roads as well, which are undeniably a benefit to everyone.

This is practically the course being pursued by the State of Arizona, and unless we get in line our neighbor on the south will easily outdistance us in the matter of permanent road construction.

A satisfactory bid not having been obtained for the erection of the grand stand for the Fair, the committee will put a good superintendent in charge and do as much of the work as possible by donations.

THE FISCAL YEAR ON SEVIER FOREST

Statement of the Receipts and Expenditures Resulting From the Department's Operation.

Panguitch, Utah, Aug. 24, 1916. Editor Record.—The following is a statement of the net receipts and expenditures for the fiscal year ending June 30, 1916, for the Sevier National Forest:

The net receipts for the Sevier Forest during the fiscal year ending June 30, 1916, amounted to \$14,868.32. Of this amount the sum of \$12,825.82 was paid by stockmen for grazing privileges; \$1,849.87 was received from the sale of timber, and \$192.63 from special privileges. Thirty-five per cent of the total receipts reverts to Garfield, Iron and Kane counties in which the Sevier Forest is situated, for roads and schools.

The total amount expended by the Sevier Forest for administration and improvements during the fiscal year was \$18,850.55. Of this amount \$14,058.89 was for salaries and \$4,791.66 was for forest improvements and miscellaneous expenses. The average monthly pay roll for the Forest amounted to \$1,171.57. The entire monthly pay roll and a very large proportion of the miscellaneous expenses is spent in Garfield, Iron and Kane counties.

WALLACE M. RIDDLE,
Acting Forest Supervisor.

Mrs. Dora Lister of Parowan came down the first of the week for an operation at the Southern Utah Hospital but was unable to undergo the ordeal until her vitality had been recuperated. She is now taking a rest and being built up.

J. C. Rich, representing the Utah-Idaho Motor company, has been in this part of the country for a number of days, assisting the local representative in placing Mitchell and Maxwell cars. They went south into the Dixie country Wednesday with a couple of cars, which they had live prospects for.

Mr. Walter Mitchell came down from Parowan last evening on business connected with the furnishing of lumber for the grand stand to be erected on the fair grounds for the County Fair. He was accompanied by his brother, Clayton Mitchell, cashier of the Parowan bank, Mrs. Walter Mitchell and Mrs. J. C. Mitchell.

Dr. Burton of Parowan came down Wednesday morning with John Edwards of Paragonah, who underwent an operation at the Southern Utah Hospital for appendicitis of long standing. The appendix was found to be in a very dangerous condition, and some fears were entertained for the recovery of the patient, but at this writing he is said to be recovering in good shape.

Last Tuesday morning during an electrical storm, lightning struck the big brick building belonging to the George Wood estate, shivering three of the window frames in the front of the building and cutting a large hole through the floor of the upper story. The only person in the building at the time was Roy Wood, who was at work in the rear when lightning struck the front. He reports having been severely shocked, the lightning appearing to strike the palm of his hand and running completely through him, but he sustained no serious or permanent injury. Still, he felt that death was getting too close for comfort.

A Dangerous Weed.
A dangerous weed, known as the Canadian Thistle, has just been discovered in Cedar City by County Farm Demonstrator Esplin and George Stewart, assistant agronomist at the Logan College. It is dangerous because of the fact that it is one of the hardest weeds known to destroy. It sends its roots broadcast beneath the surface of the ground, and every little way shoots come to the surface and establish plants, thus causing it to spread very rapidly regardless of whether the seed is permitted to ripen or not. It grows very thrifty and thick and smothers or chokes out any other plant life that is among it. At the present time there is only a little of the weed in evidence, mostly on Center street nearly opposite the old school house, and a few plants near the public tennis court. An effort will be made to stamp it out.