

The Sun

POLITICALLY, REPUBLICAN
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And he brought me into the inner court of the Lord's house, and, behold at the door of the temple of the Lord, between the porch and the altar, were about five and twenty men, with their backs toward the temple of the Lord, and their faces toward the east; and they worshipped the Sun toward the east.—Ezekiel, 8-16.

It would appear that the contract for improvement of the roads in Carbon county with the board of commissioners was not only prearranged, but was pre-"fixed" as well.

It is up to the business men of Price to make the columns of the two local newspapers so attractive that home people will forget there is such a thing as a mail order catalogue.

Friends of Eggleston & Matthew have no doubt this has been appraised of the fact that Commissioner Bryner is interested in a mercantile business at Price and that County Chairman Stevenson of the bull moose aggregation has a board yard.

Lowensteins recently ordered the copy of The Sun going to their address at Price discontinued. Since, however, they are borrowing the one taken by Manager Shireman, their next door neighbor of the Savoy. They all subscribe, beg, borrow or steal The Sun.

Some of the merchants of Price complain of hard times. On the other hand it is impertinent for The Sun to ask these business men of Price what they are doing towards inducing people to come here from the surrounding settlements, towns and coal camps to trade?

Fussy Foot Ballinger will likely be content with furnishing the coal to the county this fall and winter and the grub to the poor house and indigent poor in addition to good salaries for himself and members of his family as county treasurer and deputy treasurer.

If Price ever had any worse Wells-Fargo and Western Union service than at present the oldest inhabitant cannot recall when. Since these two companies seem to care so little about the methods employed and the service rendered patrons at Price, maybe it might be just as well for folks to patronize the parcels post and the telephone where they may be used instead.

When Sheriff Henry was running for office last fall he told the voters that if elected he would try and enforce the laws as he found them. Much to the chagrin of any number of his most ardent supporters among the gamblers and saloon men of Helper and elsewhere in the county there is no joker in the sheriff's deck. They are getting just what they voted for.

With practically free rent from the Denver and Rio Grande Railroad company for the ground on which he does business and being in position to sell Carbon county its lumber and building material, through the board of commissioners at greatly exorbitant figures over other local dealers. Bull Moose Chairman Stevenson ought soon to make up his losses by burglary a few nights since.

From the standpoint of the board of county commissioners there is no one in Carbon county, among its thousands of taxpayers, workmen and citizens, competent to take charge of the road work that is to be done. Outsiders are given the preference over men of equal competency at home, who not only pay taxes into the county treasury, but by all fair reasoning are entitled to the work. The Sun feels that home people have been treated most unfairly.

With this issue The Sun is four weeks old and is enjoying an advertising subscription and job printing patronage second to no other publishing house in Eastern Utah, which is most gratifying to those identified with its establishment. The Sun already has a bona fide list of more than one thousand, but with the extras that are printed and sent out—as is the custom with most newly established publications—is going into the homes and places where newspapers are read of more than fifteen hundred. The Sun is read by the majority of English speaking people of Carbon county. It will get better as it grows older.

Henry Watterson pays his respects to William Joyce Bryan in these words in the Louisville Courier-Journal: "Men have been shot and beheaded, even hanged, drawn and quartered, for treason less heinous. Unfeeling and disloyal by nature, inordinately selfish, avaricious, egotistical, without any sense of the true relations of life and duty, or decent regard for the fineness of things, this commonplace person, by force partly of assertion and partly of circumstance gained the front of the stage and has contrived to retain his place there against delinquencies the like of which have submerged many a better man."

WEEKLY NEWSPAPERS GROWING EVERY DAY IN POWER.

Recent suspension of a weekly newspaper in New York state gave rise to the remark by a contemporary daily that "the day of the weekly has passed." This statement, of course, did not go unrefuted. On the contrary, a number of publishers of weekly newspapers immediately came to the defense of their publications, which, as a matter of fact, need no defense at all, for they cover a field which the daily cannot touch. As the editor of the Dryden (N. Y.) Herald justly says, weekly newspapers are local papers, handling the news of their immediate localities. They serve their readers and their advertisers as efficiently as other newspapers, and in many cases more so.

The wideawake publisher of a weekly newspaper is highly satisfied with his lot and has all reason to be so. It is most encouraging to see the manner in which they speak up of their newspapers. Supplementing the remarks of the Dryden Herald, M. V. Atwood, publisher of the Groton (N. Y.) Journal, defines the position of the weekly paper thus:

"The weekly publishers who are confining themselves to their field have no complaint to make of the competition of the daily paper. When the rural free delivery was started some pessimistic individuals immediately proclaimed the downfall of the weekly newspaper because, they said, people on the rural routes would all abandon their local paper for the daily.

"But how has it worked out? The farmers have by no means thrown overboard their home papers. Maybe some of them did for a time, but it was not long before they came back in the fold. Why? Because they soon saw that the city paper was not looking after their interests the way their local paper was. It did not take the people long to realize that, while they enjoyed the few local features they might find in the daily paper, these did not by any means take the place of the detailed and satisfactory way the home paper handled the local news.

"If the people think that the local paper is on its last legs let them take a glance at the advertising columns. The national advertisers, the ones who use the magazines, are not getting aboard a sinking ship. A few years ago the country weeklies were used almost not at all by firms like the Standard Oil company, the International Harvester company, makers of prepared foods and the like. Now every year sees an increase in this kind of business.

"Local merchants who used to think they were advertising when they carried an inch card in the local paper now use pages and half pages. Why? Not to help the publisher—the self respecting publisher does not want business on that basis—but because the merchants find that the advertising pays. Maybe not any one particular advertisement, but that the business that is kept before the people in season and out of season is the business that is going to succeed. Nay, kind friends, shed no tears for the poor country publisher whose business is doomed to die, for it isn't."

This man Atwood shows the spirit that counts to advantage in all affairs of life. So long as the weekly newspaper is in such hands—and there are thousands of publishers like him—the weekly paper will grow and become more powerful than ever.

BARBOGLIO THROWS DOWN THE BARS TO ATTORNEY HOUTZ.

Joe Barbooglio of Helper and D. D. Houtz of Salt Lake City have recently locked horns, as it were, over the matter of the county commissioners granting D. Bergera of Helper a retail liquor license near the coal camp of Black Hawk, and the fight promises to be a most interesting one not only between the three directly interested, but the "bull moose" crowd in general. Barbooglio is the political boss of the Helper herd, banker, saloon man, president of the town board where he lives and a member of the Carbon county consolidated school board. Bergera is a saloonist and a member of the board of directors of Helper's State bank.

Lately applications have been denied others for a license at the coal camp town, but Barbooglio was not directly interested. Now, however, it is his friend and partner in banking and booze that makes application. Houtz, as attorney for the United States Fuel company, is opposing not only Bergera, but anyone else applying. Barbooglio is understood to have declared himself and proposes, according to alleged statements recently made, to see who has the most influence with Commissioners Sharp, Hamilton and Bryner—himself or the attorney for the coal company. In the meantime, the license asked for by Bergera is held up indefinitely.

The pastor of The Sun flock is not interested in the controversy except in so far as this newspaper is opposed to "sagebrush" saloons on general principles. It believes Utah Fuel company was right in its opposition to them adjacent to its camps, and The Sun is pleased to note that the United States Fuel company now sees and for a long time has seen the evil and menace of them. As to the fight of Barbooglio, the wouldbe boss, it cares absolutely nothing.

The more the "bull moose" scrap among themselves, and there is a fight on among them over many spoils, the better it will be for the clean element of Carbon county. Rope enough and the leaders of that gang of political pirates will hang themselves.

In district court at Price last Monday Judge Albert H. Christenson was examining a Greek who had applied for citizenship. Asked, among other things, who made the laws at Helper, his reply was "Joe Barbooglio." The Sun can see where this foreigner is "right in a thousand places."

Carbon county taxpayers are all right, in the opinion of the board of county commissioners, for voting purposes at election time, but totally incompetent to do road work where their own money is to be spent.

Times are not going to get much better until after March 4, 1917.

WHAT ROADS MAY BE BEST WORKED

SATISFACTORY SYSTEM OF HIGHWAYS QUITE FEASIBLE.

Not Every Road Is Worth the Same Amount of Improvement Nor Is Every Road Worth Improving—Expenditures Should Be Determined By the Amount of Traffic.

There are a little more than 2,225,000 miles of public roads in the United States. Not even the wildest enthusiast ever dreamed of turning all these miles into stretches of smooth, hard surfaced highways. Such an undertaking would be a financial impossibility and a waste of money even if the necessary funds could be raised. What is actually proposed, on the other hand, is well within the resources of the country and would save, not waste, money.

Of these 2,225,000 miles it has been estimated that approximately one-fifth carries four-fifths of the highway traffic of the United States. About 225,000 miles of road are already improved, so that the improvement of another quarter million of miles would put in good condition a system of highways over which would pass the great bulk of traffic. Furthermore in many sections of the country the improvement



A GRAVEL ROAD IN ALABAMA THAT SERVES ITS PURPOSE ADMIRABLY.

that is required by no means calls for the most expensive surfaces intended only to support the heaviest traffic. Along the southeastern seaboard, for example, good sand and clay roads can be built at a cost as low as \$1,500 per mile or less. In these sections, say the specialists of the department of agriculture, it would be absurd to lay down surfaces that cost \$25,000 a mile, though these very surfaces may prove a real economy in centers of heavy population.

The task of creating, therefore, a thoroughly satisfactory system of highways for the United States is by no means as hopeless a one as it might seem at first sight. We have, in fact, gone a long way toward achieving it for the people who have become really interested in the question. In 1913 something over \$285,000,000 was expended in money and labor on the roads of the United States, an increase of more than 70 per cent over the total of \$170,000,000 in 1904. If this increase, or anything like it, continues in the next few years and if there is the same increase in the scientific application of the money progress will be more than satisfactory.

It is, however, as necessary to spend the money wisely as to have the money to spend. Not every road is worth the same amount of improvement, not every road is worth improving at all. The classification of highways in accordance with their traffic requirements is, therefore, a necessary preliminary to a proper campaign of improvement. In most sections such a classification would reveal the fact that from 5 to 10 per cent of the mileage consists of main trunk lines used heavily by traffic originating both in and out of the country and forming links that can be forged into a chain of great importance to the state or even to the nation. An additional mileage, ranging from 10 to 20 per cent of the total, will be found to consist of secondary roads important for market traffic. The remainder will be made up of feeders and neighborhood roads which it is, of course, important to have as good as possible, but on which it would be bad business to spend large sums of money.

The amount of money that is good business to spend is determined by the amount of traffic over the road expressed in ton miles and the cost of hauling per ton mile. A ton mile, it may be said, is one ton of produce hauled one mile. Ten tons of produce hauled one mile is expressed as ten ton miles, and one ton hauled ten miles is also ten ton miles. If improving the road the cost of hauling per ton mile is greatly reduced, if the traffic is sufficiently heavy this reduction will amount to much more than the interest on the bonds and will leave an ample margin for the redemption of the principal. In other words, the community will make money out of its investment in good roads. If the traffic is not sufficiently heavy or not likely to be made so by the improvement the saving will not be great enough to pay the cost of the improvement.

Book and brief work a specialty with The Sun. Ask for estimates. Mail orders solicited and given the closest attention. Address, The Sun, Price, Utah.—Adv.

WHO DOES NOT READ THE SATURDAY NEWS?

Plaintiff and Defendant

By OSCAR COX

Having received a note from my cousin, Belle Archer, that she wished to see me very particularly, I went to her house at once. I found her on the rear porch in a hammock reading a novel. She did not rise to receive me, nor did she lay down her novel, but pointed to a letter lying on a wicker table. I took it up and perused it. It read as follows:

Dear Madam:—We beg to inform you that Mr. Edward Herbert Angell has retained our services, directing us to enter suit against you for the sum of twenty-five thousand dollars (\$25,000) for breach of promise. We should be pleased before doing so to hear from you with reference to settling the matter out of court, thus avoiding both publicity and expense. We are, very respectfully, your obedient servants.

GYMCRACK, SPINNER & MUEHMOER
I read this letter not only with surprise, but with a smile. I believe there have been cases of a man suing a woman for breach of promise, but they have been rare. Having finished reading the epistle, I looked up at Belle, but she seemed more interested in her book than what the letter involved for her. Nor was I able to engage her attention till she had finished the chapter she was reading. Then I said:

"I dare say you have deserved this."
"I dare say I have."
"You would not hesitate to jilt an angel?"

"That's what I am accused of having done."
"Perhaps if you send the plaintiff a letter expressing contrition he will withdraw the suit."

"Perhaps he would, but I'm not contrite."
I thought for a few minutes, then, changing my tone, said:

"I suppose it must be treated seriously. Do you wish me to act for you in the matter?"

"I do."
"What evidence has Mr. Angell that you have consented to marry him?"

"I don't know that he has any."
"You mean that you have been so reckless in your numerous flirtations that you have not kept track of the men you have accepted and those you have refused?"

"That's about it."
"What course shall I pursue in this case?"

"Oh, settle it as best you can. It won't hurt me to pay it all."
Considering that Miss Archer was worth several hundred thousand dollars this was true. Angell was worth a million.

"I don't suppose," I said, "the plaintiff wants money?"

"No; he wants to squeeze me."
"What?"

"He wants to make me throw over my other suitors for him."
"Oh!"

"He thinks he can bluff me."
"And you don't propose to be bluffed?"

"No, I don't. You just write his lawyers for me that I'll pay the amount sued for entire and don't consider it any compliment that the damages named are so small."

I wrote Messrs. Gymcrack, Spinner & Muehmoer that my client would pay the amount claimed. In due time a reply came from them inclosing a typewritten apology that Miss Archer was to sign acknowledging that she had acted very dishonorably toward the plaintiff, humbly begged his forgiveness and "she will keep her contract with him." Belle signed it, but put the word "not" between the words "will" and "keep."

It did not appear to me that Mr. Angell was making much progress in this game of bluff. I was curious to know what his next move would be, for I did not see any more that he could make. He adopted the Fabian policy—he did nothing. When sufficient time for a reply had elapsed and I received nothing like a confirmation of the fight nor a disposition to capitulate I made up my mind that it would be a case of attrition. I was convinced that the couple were in love with each other and one of the two would give in to time. Which would it be?

One day I received a note from Angell's attorneys to the effect that since their client was about to be married a return of his letters to Miss Archer would be appreciated. I took the note to Belle, and I saw by her expression when she read it that she was beaten.

"This caps the bluff's climax," I remarked to give her courage.

"That we don't know. He's just mean enough to marry somebody to spite us."
"What will you do next?"

"Please write the lawyers that I will deliver Mr. Angell's letters to him in person. But I shall expect an apology from him for putting this affair between us into the hands of lawyers."

"Humph!"
"What do you mean by that?"
"Nothing. I think your decision very sensible."
"Sensible? Of course it's sensible. What do I want with the letters of a man I don't intend to marry? And am I not entitled to an apology?"
"Certainly."

A meeting was arranged between plaintiff and defendant at my office. I was supposed to be present but when Belle came in with a basket full of letters I slid out a back door. I remained away an hour, and when I returned a smiling student in the office told me that after much hollering and evading the lawyer had departed reluctantly before.

I wonder if Angell thought he was deceiving his attorney as Belle supposed she was deceiving me.

Carbon sheets at The Sun.—Adv.

EARTH ROADS.

The earth roads are important channels for the commerce of the country, are large factors in the social and church life of rural communities and are of great importance to the present rural educational interests and the future industrial developments of agriculture. The very life, credit and prosperity of our country require that the rural communities shall have the highest possible development, and the quality of the road from the farm to the village and the town may well retard this development. On one hand, the earth roads should be improved at such expense that the cost will be a real burden upon the community, and, on the other hand, the roads must not be so poor as to be a bar to the highest reasonable development of the community. In nearly every case the earth roads can be greatly improved without appreciable expense and with much advantage to the local community and to the entire country.—Ira O. Baker.

BOND BUILT ROADS.

Financing Maintenance of Highways is Important as Financing Construction.

We learned long ago about the benefits of good roads to farming communities. The states and the federal office of public roads have also sought to discriminate between the rough gravel roads, rock roads, and all the other kinds of roads, and the federal office has made a thorough study of the problems of road finance.

A typical instance of mismanagement that was brought to the attention of the office occurred in a southern state where \$40,000 was recently distributed equally over nearly ninety miles of highway. After deducting necessary overhead expenses this sum was equivalent to about \$400 a mile.

Obviously no permanent results could be obtained from such a distribution. In another county, where heavy rains and severe winters could not be made the roads nearly impassable with the superficial construction adopted, bonds were issued to the amount of \$500,000. The money was devoted to light grading on an excessive mileage without any attempt at surfacing.

The use of public credit to develop public wealth is the first argument for highway bonds. A mile of road containing 2,000 tons of travel a year would pay interest and retirement a \$1,000 in 4 per cent bonds if the cost of hauling were reduced about 25 cents a ton mile.

Financing the maintenance of a road is just as important as financing its construction. Failures of good road movements are often the direct result of failures properly to provide for systematic maintenance. It is unduly necessary in general to establish a direct tax for annual repair and maintenance of bond built highways. When highway bonds are issued it should be understood that within a few years there will be, besides the tax for interest and retirement, an additional tax for repairs and maintenance if the regular road tax within the county is not already sufficient. The experts point out that this repair and maintenance charge is inevitable, and it is sound business to face the repair and maintenance charges in the beginning.—Country Gentleman.

Don't throw it away until you have tried Goodman's repair cap. He can fix it. Any old thing—Adv.

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