

The Sun

POLITICALLY, REPUBLICAN

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I WENT MOURNING WITHOUT THE SUN; I STOOD UP AND CRIED IN THE CONGREGATION.—JOB, 30:28.

Carranza is in a fair way to become the head of a de functo government.

If the District of Columbia should go dry there'll be an awful scramble to get home again.

If there's a highbrow in Price he won't admit it. To get the truth, however, one should inquire among his enemies.

There are just lots of women locally who are natural outlaws. They insist on marrying the men they love—or, think they do.

Doing it one's self has one distinct advantage. It prevents the uncertainty of speculating on whether the other fellow will do it correctly or not.

Some Price girls get excited very easily. A girl should not feel startled when a man looks at her. He may be only trying to make sure she's not his wife.

One day we are told that dresses will be three or four inches shorter this season, and the next we hear they are to be ankle high. Exasperating uncertainty, this.

Some unsuspecting heads of families in Price welcomed short skirts for their daughters at first, thinking they would require less goods and therefore cost less. This century is no time for such simple ideas.

So far the railroads have not announced excursion rates for the meeting of the democratic legislature, which begins to perform at Zion next week, although much smaller attractions have in the past been thus recognized.

That there will be no armistice, even if the allied powers consent to examine the German peace proposals, is not without precedent. The Portsmouth peace conference, which concluded the Russo-Japanese war, was conducted with all the belligerents in the field, and at least one bloody engagement took place as the envoys strove for peace.

No writing is too good for an advertisement a business expert declares and he adds that most of the writing in advertisements isn't good enough. When a man writes a telegram he invariably studies every word, so that he may save in telegraph tolls and to be sure that the recipient does not get the wrong meaning. A man recently sent a cablegram to New Zealand, and he spent an entire day figuring how to save a few words. We don't blame him, as the charge was something like six dollars a word. When a man buys newspaper space, paying his good money for it and expecting it to make a profit for him in increased sales, he should imagine he is writing a telegram or a cablegram, and put in some time on it. It is a rule of advertising that when an advertiser treats the space he buys with respect and puts the maximum of pulling power in it, he will gain in respect and patronage from the public.

From all The Sun can learn the operating officials of the Denver and Rio Grande railroad are doing their best in moving coal from Eastern Utah's mines to the consumer, the road having much to contend with in doing so—not only a car shortage, which has been general all over the United States, but difficult weather conditions to overcome as well. General Manager Rockwell at Salt Lake City is giving the situation his personal attention, and The Sun believes there will be no actual suffering at the state's capital for fuel, nor will there be anywhere else. Misrepresentations such as the Evening Telegram at Salt Lake City has of late been putting out are harmful to everyone and are nowhere near the truth. If the Telegram is to have the confidence of any considerable number of people it must desist from its deliberately manufactured falsehoods.

Retiring members of the consolidated county school board will not be greatly missed by patrons of the district upon whom they were imposed by appointment when the democrats and "bull moose" politicians came into power some two years ago. Not elected, mind you. Defeat of two of the old members who stood for election from their districts in December last was so decisive that the jar given them is felt yet at times. One of the others was too foxy to allow his name to come before the people, while the fourth had a good excuse for not aspiring because of his removal from the district from which he was appointed. There was little else than politics and a scramble for bank deposits with the old board, which thoroughly disgusted all who were at all familiar with the true situation. The Sun believes the incoming board to be a high-minded lot of gentlemen and above the small things that characterized their predecessors.

HAS NOT THE TIME COME TO HALT AND THINK OVER EXPENDITURES?

Has not the time come to call a halt to the heedless expenditure of public funds? Has not the time come to hold the cost of government within reasonable bounds? These are two questions propounded by Salt Lake's Tribune and with which many already overburdened taxpayers of Eastern Utah and elsewhere in the state will agree. The days when the individual must economize in many directions to keep within his income, the state, the city and the county should not continue to be spendthrifts. The public officials of Utah seem to have lost their bearings in an ocean of taxation and reckless expenditure. Is it not time for them to set themselves right—time to take the safe course and keep it?

More economizing here and there will not accomplish the result the people of the state have been longing to achieve. Something more comprehensive than clipping off a few dollars here and a few there must be put in force. Money has been spent by wholesale for what must be termed luxuries. The officials seem to believe that they or the public should have all of the best things that can be obtained, that there should be no limit to innovations, to public commissions and to ways and means of spending money.

The business man has had reason to understand the deplorable results of riotous expenditure and soaring taxes. Investments in real estate and business enterprises are not bringing fair returns. And not only the business man who is here, but the business man who would be here if taxes were less, understands the situation. It is all very pleasant to be spending hundreds of thousands for all kinds of improvements, but the reaction is destructive. We are simply driving away the capital we should have for the development of the state. Corporations and business men seeking opportunities for investment will not invest here when the cost of doing business is made prohibitive by excessive taxation.

From time to time we have been promised lower tax rates. We have heard the promises with delight, and our disappointment, therefore, has been all the keener when tax rates, instead of being lowered, have been increased. Various excuses have been offered for the failure to keep the pledges. A public official is fortunate in being able to make excuses and still draw his salary. A business man who fails because he has spent more than his business can take in finds no comfort in excuses. Some of our officials seem to ignore the fact that every day they are spending the business man's money. They are adding something to his expenditures which makes it impossible for him to earn what he should on his investments. He can control certain expenditures, but seemingly he cannot control the taxes. While he economizes, his money is being squandered by public officials.

At a time of unexampled prosperity the business man has a right to ask why his returns are so inadequate for the amount of capital invested. The answer to this inquiry he finds without difficulty. His public servants are spending too much of his money on needless things. While he uses the street cars, his public servants think they must have runabouts and touring cars. The situation grows serious because the state is receiving advertisement of a most unenviable kind. If we are really to prosper we must let the rest of the world know that in Utah an investor will be protected from excessive taxes—that if he places his money here he will not be compelled to pay all of the profits into the public coffers.

All sensible men who have experience of business can understand why there must be a change. The credit of Utah must not be further impaired. Steps must be taken to restore our public expenditures to a reasonable basis.

STILL MORE INVESTIGATION OF THE MEAT AND CATTLE INDUSTRY.

The meat and cattle industry is being investigated again. Not by the government, but by a battery of "experts" who want to discover why meat isn't selling as cheaply as it did twenty years ago. The key to this situation can be found right around Price, because conditions here are very similar to those throughout the entire nation. Except those who raise hogs and cattle more or less exclusively, little effort is made to produce the maximum number of animals that the land or conditions would permit.

On the cattle ranges there is the perennial complaint that the packers and commission houses are to blame for not encouraging greater production; that prices are not what they should be considering the price the consumers pay for meat; that the profits from grains are greater than from producing beef cattle under the present machinery of distribution, and that the ranges are being constantly cut up into farms.

The truth is that the production of cattle has lagged far behind the increase in population or consumption. And if there were not something radically wrong in the business that would not be the case. Cattle and hogs are sent to market from the vicinity of Price or in this section of Eastern Utah constantly, but it would seem that the number is nothing as compared with the demand for beef.

As it is, importations are likely to be a feature of our economic life continually. Meat that we import could just as well be raised in our own country.

Readers of The Sun expect to deal with the advertisers who make their paper possible. Advertisers in The Sun expect the patronage of its readers because they make it possible to produce and sell the paper for the little it costs. If it were not for the advertisers The Sun and other publications would cost about four times as much. All things being equal, readers of The Sun do not hesitate to deal with its advertisers. But the latter must make a noise like live merchants.

Eastern Utah soil tillers are generally determined to bring forth huge crops this fall. One bumper crop of most anything at present prices means a life of ease to the end of their days.



HER SELECTION.

Miss Gossip—I wonder what sort of trimming Miss Sweet will select for her new hat.
Miss Spite—Feathers of course. She is such a bird.

FAMINE FEARED IN COAL IS ALMOST OVER WITH

(Continued from page two.)

by a man who declines to allow the use of his name. The Sun doubts the entire accuracy of it, however. The man says:

"On December 25th a train of forty-two cars, three of them loaded with bananas, the others with coal, left Helper, headed for Salt Lake City. The train was drawn by Engines No. 1160 and 1073. Sixteen hours later found the train at Castle Gate, a distance of three miles. Another sixteen hours passed and the second crew had taken the train to Kaysville, seven miles farther, or a total of eleven miles in thirty-two hours. At the end of forty-eight hours the train had reached Thistle, making a total run in that time of fifty-four miles."

This report, made by a railroad man, blames the slow movement of coal to the attempt to haul too great a tonnage in one train. With half that number of cars, he said, the coal would move much faster and no difficulty would be experienced in making the grades along the line.

AROUND THE COAL MINES; PERSONAL AND OTHERWISE

Standard Oil and Rains are snowed up also.

Colorado's coal production for the year just closed is 10,447,928 tons, an increase of 1,731,431 over last year.

Kentworth is having its troubles along with the other camps of Carbon county, which are of about the same nature.

Leslie in Grand county is said to be working every day. Some of this coal goes to Colorado points around Grand Junction.

Disgusted at the lack of employment because of the shortage of railroad cars, many miners are quitting the properties of Carbon county to go elsewhere.

F. N. Cameron of Salt Lake City, manager of the Panther Coal company operating near Castle Gate, has returned from a short visit to Los Angeles, Calif.

United States Fuel company mines have not worked since the heavy fall of the "beautiful" last week. Forty-four cars were received Wednesday last, about a half a day's work for the miners at the three camps.

Word comes down from Storrs by telephone that the camp is blocked with snow and has been for several days. Very little coal has been going out in consequence from the Spring Canyon mines.

Oak Creek, Colo., coal operators are boasting that the Moffat road now often occupies only from sixteen to eighteen hours in transporting a trainload of coal from the mines to Denver. This is better than the average time made by cattle trains and beats many of the passenger trains.

In order to prevent a shutdown of the Lehi sugar factory last week, the Green electric road operated a special train with Wyoming coal for the factory, enabling the factory to keep its sixteen-mile pipeline in operation and to prevent the pouring of many hundreds of gallons of beet juice coming from the shipping stations.

Officials of the Denver and Rio Grande say that only about 10 per cent of the coal handled over its lines is destined to Salt Lake City, the balance being consigned to other Utah and Idaho towns with a heavy tonnage for the industrial plants.

Four coal trains of a hundred and fifty cars of forty tons each or six thousand tons were delivered in Salt Lake City Wednesday from the Utah mines, but unfortunately for consumers there only nine hundred tons was billed for that point. The United States Fuel company had two hundred and six cars loaded at its mines Saturday. They are now in transit north, and as the miners are now back to work and the weather is moderating, steady improvement is likely to be the order of the day.

All of the Carbon county mines are working better today (Friday)—about 60 per cent capacity. From December 24th to December 30th, inclusive, a period of seven days, all of the mines combined on the Denver and Rio Grande loaded but seven hundred and forty-one cars, including two hundred and seventy-two from Utah Fuel company's mines.

Winter Quarters is working full time because of orders for railroad coal. At the Clear Creek mines of Utah Fuel company four days were put in by the miners last week. They also worked last Monday. Castle Gate is going about three days a week at coal. At the Clear Creek mines of snowed from snow because of Castle Gate being on a main line of railroad.

Little of the coal that is mined at Kemmerer, Diamondville and other Wyoming towns finds its way east. That which is not shipped to western points is used by the Union Pacific for operating purposes. It is said that the Union Pacific uses ten thousand tons of Wyoming coal daily on its engines, and that it has a contract for a hundred thousand tons of Illinois coal to be delivered at Omaha for use on its western divisions.

The Moffat Coal company at Oak Creek, Colo., has offered a bonus of 2 per cent additional pay to all employees who do not miss more than one working day in each half month. The step is taken to secure increased efficiency and to make the output of the mine as large as possible, now that there is a demand for more coal than can be produced. The Bear River Coal company at Bear River, Colo., recently adopted a similar plan.

With the Denver and Rio Grande operating at almost normal during the past two days, due to warmer weather, and with the transportation of coal trains being given preference over "red-hat" freight, the coal situation was materially improved yesterday and today and many points in Utah and Southern Idaho and Montana, which were suffering from a fuel famine for ten days, are now being supplied with coal from the Carbon county mines.

Actual count of coal loaded from the Carbon and Emery mines and en route west along the line of the Denver and Rio Grande for Salt Lake City and points west of there on Sunday last shows none at Panther, thirty-seven cars at Castle Gate, eighty-six at Castle Junction (Utah railway), forty at Spring Canyon, which also includes loads from Standard mine, two hundred at Helper, which includes coke and red hat freight, forty-nine at Colton, one hundred and eight at Boulder Summit, two at Thistle, one at Springville, fourteen at Provo, ten at Utrio, or a grand total of five hundred and fifty-six west bound loads between Helper and Salt Lake City, including coke and red hat freight. This situation was materially improved Monday last.

Coal and politics have nothing in common, but some of the Utah producers are putting a coat of whitewash on coal shipped in open cars to outside states, says Salt Lake's Mining Review. This is to determine whether or not it is being stolen. Shippers know that the drying out process, the sifting of the coal through cracks, and so forth make a very appreciable difference in the weight of a load between its starting place and destination, but it seems difficult to make the recipients understand it.

Notwithstanding the fact that the universal shortage of railroad cars cut down the production of the coal mines of Routt county, Colo., by from 70 to 80 per cent, still the output for November was greater than during any previous month during the present year. The total was 94,724 tons, but this was 768 tons less than in November, 1915, which was also the highest of the first eleven months of that year. The production of coal in the county up to November 29, 1916, had reached a total of 1,932,222 tons, which is short only 26,451 tons of the output for the entire year 1915, and as December promises to be fully as heavy as November, it is certain that the year 1916 will break all previous records for Routt county. The total for 1915 was 1,958,673 tons, while for the entire year 1914 it was only 1,833,851 tons.

About forty residents of Hayden, Colo., and vicinity have organized the Yampa Valley Mineral Coal company to purchase the Adams tract of forty acres of coal land on Dry Creek, southwest of the town, and operate it on a co-operative plan. The property is estimated as worth four thousand dollars, and each stockholder takes one hundred dollars in stock. The coal is said to be of high quality, and the mine will be put in first-class shape to supply the wagon haul trade, principally of the stockholders, who will be supplied with fuel practically as cost.

Knit Mills Shut Down.
PROVO, Jan. 3.—On account of a total lack of coal, the entire system of the Knit woolen mills of Provo shut down today. The factories have used practically all the fuel supply on hand in the hope that the coal situation would be improved within the next few days. It is expected enough fuel may be had by Friday to start the mills again. However, the situation is vague, and nothing definite can be assured the company managers.

The state mental hospital received a car of coal today, thus alleviating the condition at the state institution. Another car is scheduled to arrive to Provo for the establishment within the next few days, and, according to the superintendent of the hospital, if the car is received on any semblance of schedule time, no suffering from the cold will be experienced by the inmates.

Brigham Young University and other schools of the city will run for two weeks more on their present supply.

Bingham Situation Acute.
BINGHAM, Jan. 3.—The fuel situation has become acute here and much suffering is reported. Dealers admit that they will not be able to make any deliveries for several days. Snow at the Boston Consolidated mine is so deep that operations have been suspended. Schools will not reopen until next Monday.

Investigations relating to the sulphur bleaching of commercial oats indicate that the bleaching process not merely bleaches the hull and berry, but reduces the germinating quality of the oats in most instances.

NOTICE OF FORECLOSURE.—Notice is hereby given that whereas, default has occurred in the payment of storage due the undersigned, from Neel Bros. Dredging company, a corporation, of Denver, Colo., on the hereinafter described property, from April 15, 1916, to December 21, 1916, and whereas, there is now due and unpaid on said indebtedness to the undersigned, the sum of forty-five (\$45.00) dollars. Now, therefore, the said property, to-wit: One counter with bar drainer; one No. 2, brass foot rail and brackets; one back bar; one twenty-foot mirror; three leeches; couplings; one copper lined work-board; one No. 1, colton and bar drainer; two drop handle bar faucets; two black tin coils; one low water coil; one low water faucet; one solder union; or so much thereof as may be necessary, will be sold, pursuant to the law applicable to foreclosure of warehouseman's liens, at public sale, to the highest bidder, for cash, on the 23rd day of January, 1917, at Price, Carbon county, Utah, at the corner of 4 and Ninth streets, at 2 o'clock p. m., to satisfy the debt described above and the costs and expenses of these foreclosures proceedings. PEACOCK BROS., Lienors.
Dated at Price, Utah, Jan. 2, 1917.
L. A. McGee, Attorney for Lienors.
First pub. Jan. 5; last Jan. 12, 1917.

Adlets

One Cent Per Word Each Insertion. No Charge Accounts.

OLD NEWSPAPERS FOR SALE AT The Sun. Twenty-five cents a hundred, tied up.

FOUND—BUNCH OF KEYS. OWNER may have same by identifying and paying for this notice. The Sun.

FOR SALE—THREE BOWLING ALLEYS complete. Also one hundred first-class roller skates. Fred Kirby, Storrs, Utah.

FOR SALE—GOOD NEW HOUSE with an acre of ground and orchard. Ideal place for chicken ranch. Apply to owner at the Resort Pool Hall.

GO TO THE NOVELTY REPAIR shop for stove repairs. Broken furniture mended. General repair work. F. H. Robinson, Price, Eighth street entrance, Virginia-Bonomo building.

LOST, STRAYED OR STOLEN.—From my home south of the depot at Price one small horse, branded thus (S-P). Five dollars reward if returned to me. Dominick Ambrosio, Price, Utah.

LOST—BETWEEN THE ROZY PAR time and my home on Fifth street last Tuesday evening a purse containing two quarters, some copper cents and a valuable stickpin. Only the stickpin is valued. Liberal reward to finder. Mrs. C. B. Mowry, Price, Utah.

SIX-HORSE POWER FAIRBANKS Morse & Co. gasoline engine for sale or trade. In good condition, almost new, together with shafting, pulleys, hangers, belt, etc. Good for running feed mill, small electric light plant, pumping water, etc. A bargain for someone. Call on or address The Sun, Price, Utah.

BUTTER WRAPPERS—ONE HUNDRED, \$1.00; two hundred, \$1.50; five hundred, \$2.50; one thousand, \$4.00. Larger quantities we will figure on. Enclose cash with order, as it will save express or parcel post charges. Postage—for one hundred to three hundred wrappers, five cents; three hundred to one thousand, ten cents. Nothing but the best parcelment paper and special ink that is not affected by salt or grease. THE SUN, Price, Utah.