

EASTERN COAL PRICES LOWER

Saving of Fifteen Millions of Dollars to the Consumers East of Mississippi Every Thirty Days.

The Sun Special Service.

WASHINGTON, D. C., July 9.—As a result of the conference between the mine operators, the secretary of the interior, Federal Trade Commissioner Fort, Chairman Peabody and the committee on coal production of the council of national defense, reductions were made to go into effect July 1st in the prices of coal. This, according to the statement of Director George Otis Smith of the geological survey of the interior department, will effect a reduction to the consumers east of the Mississippi river of fifteen million dollars a month, based on the output of free coal in May of this year. These prices are maximum prices per ton of two thousand pounds aboard the cars at mine, pending further investigation. These prices do not affect in any way contracts in existence or sales of coal for foreign or export trade.

The operators tendered the government a reduction from these reduced prices of fifty cents per ton for coal that the government may need. No action was taken upon anthracite prices because of the fact that these prices had already been acted upon by the federal trade commission. Twenty-five cents per net ton was fixed as the maximum price for coal jobbers' commission with only one commission, no matter how many jobbers' hands the coal may pass through.

On account of an inadequate representation of operators west of the Mississippi river, no maximum prices were fixed for coal from these districts. A supplementary statement will be issued within a few days covering prices on coal produced in those districts. The action taken at this conference brings about the following results:

Present prices on bituminous coal mined in Pennsylvania have ranged from \$4.75 to \$6.00. Under the ruling the price is reduced to \$5.00 for mine run and \$3.50 for domestic lump, egg and nut.

The present range of prices in West Virginia is from \$4.50 to \$6.00; price reduced to \$3.00 for mine run and \$3.50 for domestic lump, egg and nut.

The range of prices for Ohio coal has been from \$4.50 to \$5.00; prices reduced to (No. 8 district, the thick vein Hocking and Cambridge districts) \$3.00 for mine run and \$3.50 for domestic lump, egg and nut; thin vein Hocking, Pomeroy, Crooksville, Coshocton, Columbianna county, Tuscarawas county, Amsterdam-Bergholm district, \$3.25 for mine run and \$3.50 for domestic lump, egg and nut; the Massillon and Palmyra districts and Jackson county, \$3.50 for all grades of coal.

The prevailing prices in Alabama have been from \$5.50 to \$5.75; prices reduced to (Cahaba and Black Creek, \$4.00; Pratt, Jaeger and Corona) \$3.50; Big Seam, \$3.00 for all grades.

The prevailing prices for coal mined in Maryland have been from \$5.75 to \$6.00; reduced prices will be \$3.00 for mine run and \$3.50 for domestic lump, egg and nut.

The prevailing prices on coal mined in Virginia have been \$4.50 to \$5.00; reduced price, \$3.00 for mine run and \$3.50 for lump, egg and nut.

The prevailing prices on coal mined in Kentucky have been from \$4.00 to \$4.50; reduced price, \$3.00 for mine run and \$3.50 for the domestic sizes.

The prevailing prices on coal mined in Illinois and Indiana have been from \$3.50 to \$4.00; reduced price, \$2.75 for mine run and steam sizes and \$3.50 for screened domestic sizes.

The prevailing prices on coal mined in Tennessee have been from \$4.50 to \$5.00; reduced price, \$3.50 for all sizes.

BIGGEST COOKING PLANT OF KIND IN UNITED STATES

"With the completion of the eighty-four new coke ovens at Sunnyside, making a total in the camp of eight hundred and nineteen," said J. B. Thompson to a Sun representative at Price last Saturday, "Sunnyside becomes the biggest cooking plant of its kind in the United States, the second largest being in Pennsylvania. Something for local people to be proud of."

General Superintendent Thompson had just been over there from Castle Gate, his headquarters, checking up things in general. He was accompanied by A. H. Cowie, vice president and general manager, who returned to Salt Lake City Friday. Besides the twenty-five new five-room cottages, the company is constructing a garage for automobiles containing twenty-one stalls. This building is of concrete.

Sunnyside is also to have in connection with these improvements a new machine shop, where many kinds of repairing will be done. Castle Gate is also to have a garage with accommodations for fourteen machines. All machines are owned by private parties—employees of the company, who pay rent for the stalls. No provision is being made at either camp for numerous other machines privately owned.

General Superintendent Thompson says there are now at work at Sunnyside not less than twelve hundred men with a payroll of about eighty thousand dollars semi-monthly. This payroll does not include the contract work being done. He believes automobile communication between all the camps of the county and Price is bringing the people in closer touch.

They are getting better acquainted and some day will be as one big community.

AROUND THE LOCAL CAMPS: PERSONAL AND OTHERWISE.

McKune Forwarding company of Price is storing in city thirty-four cars of Castle Gate coal. It came in this week and last.

Local dealers predict four-fifty coal for Price consumers this winter—wagon mines and railroad.

Coal beds in Sanpete county are being exploited by Salt Lake City agitators. They are twenty-seven miles from Nephi and fourteen miles distant from the old Kanabete branch of the Denver and Rio Grande. The tract contains about sixteen hundred acres and at best would be capable of producing not more than five hundred tons daily. Efforts are being made to interest the Orem road to build a line to the workings.

Pennsylvania's production of anthracite coal in 1915 fell below the

figures of 1912, but the output of bituminous coal was over 10,000,000 tons ahead of the previous year and only slightly behind the record year of 1913. The figures announced by James E. Roderick, state chief of mines, show a total production of 215,804,912 tons; bituminous, 188,323,814; anthracite, 27,481,198; and coke, 28,428,926. Accidents were 1901 fatal and 2316 non-fatal, showing a decrease in the fatal accidents as compared with the previous year.

Master Mechanic Fagan of the Denver and Rio Grande was at Glenwood Springs, Colo., last Friday, where he arranged for the storage of coal. The company intends to store large quantities of coal at the various terminals during the summer months and when the demand for coal is not so heavy, that they may have it on hand when the fall and winter months arrive or when a possible labor shortage increases the price of fuel. It is probable that a large amount of coal will be stored in Grand Junction as well as at Glenwood Springs. The Denver and Rio Grande has been hiring men for a number of days past to work at unloading the coal at Glenwood.

Salt Lake City's board of education has entered into a contract with the Standard Coal company by which it is believed an ample supply of coal for the schools is assured for next winter. The contract binds the company to give the school board preference. Lump coal, \$6.50 a ton; egg coal, \$5.25 a ton; screened slack, \$4.25 a ton; and straight slack, \$3.25 a ton.

W. D. Foster of Salt Lake City, chief clerk to the geologist of the Utah Fuel company, is keeping bachelor's hall owing to the fact that his betterhalf is visiting friends in Portland and Seattle. Foster manages to put up a genial front during the day, but he confidentially informs the Mining Review that his most trying time is when off duty, as the house seems so empty and the hours so long with only the cat to keep him company.—Salt Lake Mining Review.

A. H. Cowie, vice president and general manager of Utah Fuel company, and J. B. Thompson, general superintendent, made a tour of Sanpete last Friday and Saturday, going over from Castle Gate. They inspected the new improvements being made there, including about ninety-four coke ovens, twenty-five new five-room dwellings and other surface needs. The work is going ahead very satisfactorily.

C. N. Stravell of the Independent Coal company, and A. D. Pierson of the Utah Fuel company, have returned to Salt Lake City from the coal conference at Denver, Colo., held last week to consider intermountain coal problems. They state that matters are in such shape that nothing can be

given out for the present, and there may be an adjourned meeting in Zion soon.

COAL SITUATION IN IDAHO IS ACUTE, SAYS GOODING

Members of the Idaho state council of defense, after conferring last week with Carbon county coal operators, say the Idaho coal situation is acute. Former Governor Frank H. Gooding says:

"Idaho faces a shortage of 150,000 tons of coal. After an investigation we find it will be at least sixty days before normal conditions will be reached and the usual shipments resumed. The Denver and Rio Grande has completed a one-track road from the mines, but the congested traffic under such conditions will not allow Idaho to obtain all the coal she needs."

"We will ask the people of the state to return to the old fashioned backyard woodpile, wherever possible. All assistance from the government in some form. Preparations for sending Idaho miners and workmen into the Wyoming coal mines are already under way."

"In May, 1914, we shipped 18,837 tons of coal from Utah mines, and this May we shipped 37,878 tons from Utah. The increase for June of 1917 over June, 1916, was very much greater, but I do not have the exact figures on hand."

LITTLE SHORT OF TREASON, SAYS COLORADO OPERATOR

"It would be little short of treason to attempt to precipitate a strike among coal miners at this critical time," says the reply of the Colorado Fuel and Iron company to the industrial commissioner's notice that certain of its employees had declared their intention to strike "unless there are other serious grievances as to either wages or working conditions which the company officials have refused to adjust."

Notice recently was filed with the commission by representatives of the United Mine Workers that their members would be called upon to abandon work in the company's mines August 1st. The reply, which was filed last week, recites that the company and its employees are operating under the Hockaday plan, which it says offers method of prompt adjustment for any grievances which may arise between employees and the officers and points out that under this plan employees are free to join any organization they desire, without fear of discrimination.

It states that a personal representative of President Welborn of the company makes frequent visits to its mines and other plants and reports exact conditions, and that this representative has power to make adjustments with employees. "I assure that the present grievances referred to in the notice served upon you cannot possibly pertain to wages, as we have voluntarily advanced them so that they are now on a higher basis than the rates paid for similar labor in most other mine districts," says the reply.

"We will, however, heartily welcome the good offices of your commission in discovering and settling the alleged present grievances referred to. We hope you will secure and furnish us with a list of grievances to which reference is made. Under our industrial representation plan the company and its employees have agreed to accept the decision of the industrial commission concerning any grievances that may arise, and we cannot believe that any considerable number of our employees will be led into abandoning their work, as they fully understand they can secure justice without such drastic action."

SCOFIELD COAL PROPERTY SOON TO RESUME SHIPPING

The mines of the Scofield Coal company will resume coal shipments within the next few days, according to Robert Howard, who made an inspection of that property last week. Until six years ago these mines were operated by the Union Pacific railroad, which ceased operations because of the heavy production of the mines on its own lines, thus saving the freight formerly paid to the Denver and Rio Grande. The Scofield mines will now be operated by the Scofield Coal company under lease from the Union Pacific.

While under ordinary conditions the Scofield mines would contribute largely in relieving any shortage of coal next winter, it is the opinion of Howard that the production will not be materially heavy because of the shortage of labor which threatens to become more critical as winter approaches.

UTILITIES COMMISSION HAS NOTHING TO DO WITH COAL

The public utilities commission has not the power to keep the price of coal on a low or even a reasonable level in the opinion of attorneys. It has been learned that the commission finds itself in something of an anomalous position as a result of the appeal recently received for the exercise of its authority toward keeping down the price of coal. It is understood the attorney general's opinion has been asked and that he is preparing to announce the same attitude as other attorneys take.

It was at first thought that, clothed with so many powers, the commission would be able to discover some line of action it could take that would materially aid toward fending off the threatened advances in the price of coal that have come with war times. Second thought and investigation of the public utilities law, however, have revealed the fact that the commission is practically powerless in the premises.

Coal mines were included as a public utility in the first draft of the law presented to the last legislature, but in the draft that went through to enactment it was excluded. When coal

mining operation was cut out of the list of Utah's public utilities the commission to serve under the law was left of all authority over the industry. It is stated:

The only phases of the coal business the public utilities commission can supervise and direct are the phases of transportation and the cost of transportation, according to attorneys. Freight rates on coal and the matter of the shortage of cars come within the purview of the commission. The adjustment of rates alone is insufficient to solve the coal problem of the people of the state. Freight rates are not a sufficiently important factor in themselves to determine the price of coal.

As to the shortage of cars, there are many complications in the story told by the railroads, and there can be no doubt it is said, but that the carriers are confronted with a genuine difficulty. The commission has no authority at all, it is stated, positively by leading attorneys, over coal producers and coal dealers under the public utilities law.

The investigation made last winter of the great coal shortage in Utah was said by many to serve well the purpose of placing before the people the necessity for the creation of a public utilities commission. It was even said by some that it was largely put through for the specific purpose of making clear what a properly authorized and empowered utility commission could do for the people. When that winter operation was cut from the statute book, however, it is now the almost unanimous opinion, the prospective commission was shown of any possible power to materially protect against exorbitant coal prices.

FAILURE TO GRANT FUEL RATES EVOKES PROTEST

Coal rates between the Carbon county coal fields and points between Provo and Salt Lake City were informally discussed at a meeting of the public utilities commission at Salt Lake City last week. A complaint has been filed with the commission by lumber and coal dealers with places of business at Liverton, Murray and West Jordan, that the Salt Lake Route and the Salt Lake and Utah railroads are not granting the summer storage rate, which is \$1.25 per ton. Coal is being delivered at points on the Denver and Rio Grande at the summer storage rate. This and other concerns on the Salt Lake Route and the Salt Lake and Utah are paying \$1.50 a ton for delivery from the Carbon fields.

Lawson Goes to Work

DENVER, Colo., July 7.—John H. Lawson, who recently accepted a position as labor agent with the Victor-American Fuel company, has resigned and yesterday went to work as an ordinary miner in a Boulder county coal pit. Lawson, who was a prominent labor leader during the Colorado coal strike, is a candidate for the presi-

(Continued on page four.)

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Utah Coal Sales Agency

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GAME LAWS OF UTAH DOWN TO DATE

The Sun is frequently asked concerning the game laws of Utah. Here they are right down to date, and which became effective March 14, 1917. Persons interested would profit by pasting the in their hats, figuratively speaking, for reference in future.

Open season for trout, bass, herring and salmon, June 15th to November 30th, both dates included, except in Fish Lake, open season will be from June 15th to October 1st; Strawberry reservoir, July 1st to September 30th, and in Panguitch Lake at all seasons of the year.

Unlawful to catch trout, mountain herring or other game fish less than six inches long, or bass less than eight inches long. Unlawful to sell any game fish except black bass, between June 1st and September 30th. May be taken by angling only.

Limit—Ten pounds and one fish per day, except limit on black bass shall be fifteen pounds and one fish, and twenty-five pounds of all said varieties in possession at any one time.

Open season for ducks, geese and snipe, October 1st to December 31st. Limit, six geese per day, but not more than twenty-five of all the birds mentioned in any one day.

No male person shall kill or shoot at any kind of game, or any kind of fish, whether protected or not, except in Panguitch Lake, without securing a license.

Licenses and fees to hunt and fish—male citizen of state, not over 14 years of age, \$1.25 per year. All non-residents of Utah, but citizens of the United States, over 14 years of age, \$2.00. No alien shall be permitted to hunt or fish in Utah.

No open season on deer, elk, antelope, mountain sheep, chamois or any other game animal.

No open season on partridge, penated grouse (commonly called prairie chicken), blue grouse, sagehen, pheasant, quail or any other species of bird, except quail, blue grouse, sagehen, pheasant or song birds. Unlawful to rob or destroy any nest, egg or young of any such bird.

All shipments of game or fish require transportation permit.

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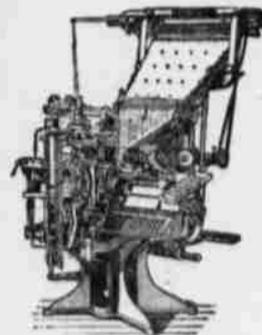
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