

## UTAH COMING TO FRONT IN BUILDING OF GOOD ROADS AND THE OPENING UP OF STATE'S RICH VIRGIN TERRITORIES

Much of the prosperity of a district is directly the result of good roads. The State of Utah is coming to the front in its development of roads and highways and at the present time there are a number of road improvements under way, or projected, that will open up rich virgin territory in different parts of the state. This territory lies in the fertile valleys which have been, of necessity, somewhat neglected because of the lack of transportation facilities and means of getting products to the markets. There are districts throughout the state that are now devoted to stock raising that are far better adapted to farming and that will come into their own on the completion of good highways.

While the state individually has had a great deal to do in the development of roads throughout the commonwealth, and while the different counties have done all that their finances would permit in this matter, the government is by far the most potent factor in the present road-building operations. Through the Bureau of Public Roads, with headquarters in Ogden, Utah's highways are receiving the attention they need to make of the state not only the agricultural leader of the interior mountain country, but one of the scenic districts of the United States. There are wonderlands in Utah that have been seen by but few persons, because of the extreme difficulty of getting to them. Good roads will remedy all this.

**Wonderlands to Be Opened.**  
Through several of the national forest reserves the bureau of roads has built, is building and has surveyed roads that will open up these wonderlands to the public. Several of these projects are within a reasonable distance of Ogden and thus being the case, they are of direct interest to Ogden people. Notable among these improvements is the road from Logan to Garden City, on Bear Lake. Reports on Bear Lake are yearly becoming more popular with Ogdenites and these people will read with interest of the building of this new road through a scenic wonderland.

**Project Under Way.**  
The annual report of the Ogden office of the bureau of public roads shows that the work on both post roads and forest roads expended greatly during the preceding year. The following work was completed in 1919: 144 miles of preliminary investigation, 367 miles of location survey, 262 miles of designs and plans and, ninety-one miles of construction. Aside from the work completed, this would indicate improvements in the future of 767 miles of road. However, a part of this work is in Idaho and Nevada, with smaller amounts in Wyoming and Arizona. The district controlled by the Ogden office, District 12, covers practically the same territory as district 4, of the forest service.

At the beginning of the working season construction will be resumed on seven unfinished contracts and on five unfinished day labor projects. In addition, it is probable that ten new contracts will be advertised, in whole or in part, for work between now and May 1. Most of the work this year will be construction of roads already planned, but 200 more miles will be surveyed. By the end of 1920 it is expected there will be 300 miles of new roads in this district in, or near, the forests that can be comfortably traveled by automobile, where at the present time travel is difficult, or impossible. In none of the projects, except in two instances, will the grade exceed eight per cent.

Some of the newly opened roads will be of national importance, such as the one from Heber City to Fruitland, connecting Utah Basin with Salt Lake valley; the Salina-Emery road, which also crosses the Wasatch range; the Logan-Garden City, another road crossing the Wasatch range and connecting Cache valley with Bear Lake and adjacent rich territory; also, on the route from Ogden to Yellowstone National park.

**Roads in Other States.**  
In Idaho the Warm River-Yellowstone and the Montpelier-Afton both afford access to the park, besides serving local needs. The Ketchum-Clayton and North Fork-Payette roads supply the need of through travel to the interior of the state.

In Wyoming the Star Valley-Yellowstone, Teton Pass and Hoback route afford access to the Jackson Hole country from the east and southwest. Nevada improvements include the Austin-Eureka project, on the Lincoln Highway and the Tonopah road and Current Creek road are on the Midland trail.

Arizona improvements include the Grand Canyon highway, leading from southern Utah to the rim of the Grand canyon, one of the grandest scenic roads in the west. Other roads in the different states are of local importance and open up communication with isolated sections. Coal, timber and grazing resources are released by these projects, while the scenic and recreational features are brought within reach of the general public.

In order to carry on the immense work of the bureau, 32 automobiles and 13 army trucks have been released from the army. Two hundred and fifty tents and other articles of importance in the work of surveying, construction and building camps.

When not in use this equipment is stored in Ogden from ground, leased from the Bamberger Electric railway at the corner of Thirtieth street and Lincoln avenue and a storehouse has recently been built there. It is thought it will be necessary to build another warehouse there in the near future.

The handling of post road work by

the local bureau is confined to the two states of Utah and Nevada. The states do the surveying, contracting and designing. The bureau exercises a control in an advisory capacity and inspects and approves, or disapproves, the projects and the work that is done upon them. In this work half of the construction cost is usually financed by the federal government.

The district, of which the local office is the headquarters, is in charge of B. J. Finch, district engineer. A. R. Brown, highway engineer, has been assigned to the office to assist in the post road work.

The following statistics indicate the progress in the two states of the post road work:

Completed projects: Nevada, one, 8.52 miles; cost, \$30,105.07. Utah—none.

Under construction: Nevada, 15 projects; 121.87 miles; estimated cost, \$359,652.68; federal aid allotted, \$478,022.74. Utah—5 projects; 113.66 miles; estimated cost, \$488,470.13; federal aid allotted, \$244,235.00.

Additional projects under agreement: Nevada, four; 12.34 miles; estimated cost, \$255,995.19; federal aid allotted, \$127,997.59. Utah, one; 5.74 miles; estimated cost, \$220,849.66; federal aid allotted, \$110,424.83.

Additional projects approved: Nevada, eleven; 120.3 miles; estimated cost, \$956,359.86; federal aid allotted, \$478,179.92. Utah—Ten, 359.0 miles; estimated cost, \$4,143,083.17; federal aid allotted, \$2,071,541.57.

Federal aid paid: Nevada, \$153,331.26; Utah, \$44,451.84.

Projects in all stages: Nevada, 27; 265.08 miles; estimated cost, \$3,242,112.89; federal aid allotted, \$1,621,056.45. Utah, 15; 514.4 miles; estimated cost, \$4,852,112.95; federal aid allotted, \$2,426,056.40.

Total federal allotments for five-year period: Nevada, \$8,527,276.16; Utah, \$3,117,206.27.

More than one-half of the total available to the two states has therefore been at least tentatively set aside for specific projects.

In order to expedite the work of the bureau, a disbursing agent is attached to the office, who audits and pays bills of the bureau on the post road, forest road and the irrigation investigation work is under the direction of Dr. Fortier, who is not attached to the Ogden district, but works under the direction of the Washington office of the bureau of public roads. A recent instance of his work is familiar to Ogden people in the investigations conducted for the development of a greater supply of water for Ogden and vicinity.

### CONFLICTING ACCOUNTS.

Little Helen—Mama, the minister told me today that God gave me to you.

Mother—Well, he did, my dear.

Helen—Then somebody isn't telling the truth. I heard auntie telling Mrs. Brown that the court gave me to you.

—Boston Transcript.

### MADE TO MEASURE.

Mrs. Newrich—Don't you think, William, now that we are getting into society, that we should have a coat of arms?

Newrich—Certainly, my dear. I'll see my tailor about it tomorrow.

## ALBERS BROTHERS DO LARGE AND THRIVING BUSINESS IN OGDEN

Home of Sunrise Relled Oats  
Located at Twenty-Ninth  
and Pacific

### PLANT HANDLING AN INCREASED PATRONAGE

Remarkable Progress Shown in  
Manufacture of Cereal Pro-  
ducts Since Building Plant

When Albers Brothers selected Ogden as a site for one of their nine mills, a tribute was paid to the city. Not only was it a testimony as to the importance of the Junction City as a grain center and a distributing point of manufactured products, but it demonstrated that outsiders in the manufacturing world have faith in Ogden's future and are willing to back that faith with their money and their immense business interests.

The Albers Brothers' Milling company's cereal plant is located at Twenty-ninth street and Pacific avenue. Their principal product is the famous Sunrise Relled Oats. Few people in Ogden realize the size of the plant, or what the business done there means to Ogden. For instance, the large grain storage tanks have a capacity of 350,000 bushels, and the floor space of the mills is 37,051 square feet, or almost a third of one of Ogden's city blocks. The mill is modern in every respect. It was built in 1916 and provided with ample storing and manufacturing facilities to handle an increased business from year to year. Since the plant was put in operation it has been operated at practically its full capacity.

### Aids Farm Development.

Aside from the asset the mill itself means to Ogden in the way of salaries to the employees, which is practically all spent in Ogden, and the excellent product manufactured, the Albers mill has been a big factor in the development of the farming industry in the vicinity. Paying the best prices for the raw materials used in making the Sunrise products, the concern has offered an inducement to the farmers to grow these cereals, resulting in an increased acreage throughout the interior mountain country. With the short haul to Ogden instead of to eastern mills, the farmer was profited materially by the erection of the Albers mills.

During the twenty-seven years since the building of the first plant in Portland, Ore., in 1893, remarkable progress is shown in the production of the Albers products. The success of the mills of Albers can be largely attributed to their principle of selecting locations. They have always borne in mind that the best place for a plant

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of any kind is "where rail and water meet." In Ogden it has been. "Where rail and rail meet," Ogden being the railroad center from all directions.

### High Quality of Products.

Another, and really the foremost factor in the success of the Albers mills is the quality of their products. These products, steadily advertised, have contributed to a phenomenal increase in business and a natural success. Just how unusual this success has been is shown by a comparison of sales and increase in floor space in mills for the ten years between 1908 and 1918:

Sales—1908, \$5,000,000; total floor space, 1908, 4 mills, 135,000 square feet.

Sales—1918, \$20,000,000; total floor

space, 1918, 9 mills, 1,326,420 square feet.

### AN APT REMINDER.

"Come upstairs and let me wash your hands," said Winnie's mother.

"I don't want to go up," wailed Winnie, aged 2.

"Let her wash them down here," called grandma, "she can do it just as well."

"No," her mother said firmly, "I want her to come up with me."

Winnie came upstairs as slowly as possible. "Oh," she said turning a wrathfully fearful face to her mother, "why don't you obey your mother?"

Pittsburg Sun.

### STUDYING THE FUTURE.

"Baby has the head of a poet or an

artist," explained the fond mother. "That's a poor outlook for earning capacity," said the fond father. "Look at his hands and see if they don't show signs of his being able to put in a few hours a day as a plumber or a bricklayer."—Washington Star.

### DIFFERENT VIEWS.

"I think Mr. Bolt is quite an intellectual young man," the girl remarked.

"Oh, do you?" sneered his rival.

"Why, yes. It seems to me he is quite a hard thinker on many important subjects."

"Well, now that I come to consider it," he returned, "I believe you are right. I never knew a man who thought with so much difficulty."

—Boston Transcript.

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