A BRIEF HISTORY OF CARBON COUNTY

By the Teachers, Pupils, and Patrons of Carbon District

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Foreword

During the year of 1930, the primary teachers of the Carbon County School District, under the leadership of Lamont Poulter, Primary Supervisor, conceived the idea of assembling and compiling data concerning the early history and development of Carbon County. The principal object of this work was to provide a fund of interesting and useful information for use in the social studies of the upper primary grades.

In collecting material for this monograph, every available source of reliable information was contacted. Early settlers of the various communities were interviewed and first-hand information solicited. County and ecclesiastical records were studied. Records of the various fuel companies were made available through the courtesy of company officials, and much interesting and reliable data gleaned from these sources. Various company officials and political officers prepared statements concerning industrial and political phases of our community life. In addition, many other records and individuals have aided materially in preparing this work.

In order to assure, as far as possible, accuracy of the data presented, the syllabus has been carefully read by persons qualified to judge its historical value. No effort has been made to present this data as a literary unit in the way of organizing subject matter or presenting it. The different articles are the products of as many different writers. It is believed that this variety of style will, of itself, add to the interest of the work.

In presenting this little monograph to the teachers and pupils of Carbon District, we desire to express again [illegible] appreciation to all who have aided in collecting and compiling the material assembled herein. If it aids, even in a small degree, in giving the youth of Carbon County a clearer picture of their homeland and a deeper appreciation of their sturdy pioneer ancestors and others who helped in the development of this section, the effort will not have been in vain, and those who have done the work will be amply repaid.

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CHAPTER I. PHYSICAL FEATURES AND EARLY HISTORY

Location-Boundary-Size:

Carbon County is located in Central Utah, 125 miles southeast of Salt Lake City. It is bounded on the north by the counties of Utah, Duchesne, and Uintah; on the east by Uintah, from which it is separated by the Green River; on the south by Emery, and on the west by the County of Sanpete. From north to south it is 24 miles wide, 74 miles long, with an area of over 1,536 square miles.

Physical Features:

"This great coal county is peculiarly situated. Its western end rises from 7,000 to 10,400 feet above sea level to rest upon the Wasatch plateau, down the eastern escarpment of which Price river has cut its canyon to tumble into the beautiful Castle Valley. The valley stretches to the south across the southern half of Carbon into Emery County, while the peaks and cliffs of the Wasatch range hedge it in on the north and west, and the Book Cliffs bound it on the east, extending entirely across the east end of the county. The Wasatch plateau is for the most part a broad upland, whose surface shows smooth, gentle slopes, but whose eastern front is marked by very steep sandstone cliffs, which rise from 1000 to 2000 feet above Castle Valley. These cliffs are breached by deep canyons which extend back as far as 35 miles from the front of the cliffs."

The Price River is the principal water course. Tributary to it are Gordon, Fish, Miller, and Willow Creeks and some smaller streams, this system watering the western half of the county. In the eastern part are several small canyon streams, the most important being Nine Mile or Minnimaude, Jack Canyon, Soldier, Coal, Dugout, and Grassy Trail. The climate is moderate with very pleasant winters free from fog, smoke and extreme cold. Carbon County may indeed be called the sunny valley of the State for very few days are without radiant sunshine.

Growth:

In 1879 the territory surrounding Price, known at that time as Castle Valley, because of the picturesque mountain turrets and battlements, was little more than a rendezvous for Indians, cattle-rustlers and bandits. None of its many thousand acres of fertile lands had yet been upturned by the plow share, nor had its great deposits of coal in the nearby hills felt the touch of the miner's pick. Trapping and fur-trading were the principal industries engaged in by the early settlers while a few straggling herds of cattle and sheep dotting the 300,000 acres of ranges. Today more than 4,000,000 tons of coal are shipped from mines operating in the county. These mines employ approximately 3,500 miners who are paid more than $12,000,000 a year. Although coal mining is the most important industry, agriculture has not been neglected. The soil in the valleys is generally fertile and there are about 26,000 acres of agricultural lands now under cultivation with promise of more in the very near future as the Price River Water Conservation project becomes fully developed. In 1930, 27,000 head of sheep owned in the county were assessed, besides 25,000 more which came into Carbon to graze during the summer. In addition, thousands of head of cattle graze on the deserts and highlands of the county. According to reports of the forestry service, 35,712 acres of the Manti National Forest lie in Carbon County.

This is just the beginning in the devlopments of the natural resources that abound in this section of the state. After the completion of the main line of the D. & R. G. W. Railroad (at first known as the Rio Grande Western), coal mines were opened in various places and branch railroads were built into the mining districts. The branch to the Clear Creek mines was built in 1898, that to Sunnyside two years later, and the Hiawatha branch was opened in 1909. The opening of new coal mines and building of the branch railroads proved a stimulus to settlement, and in 1910 Carbon reported a population of 8,634. In 1920 the population was estimated at 15,489 while in 1930 the records show 17,674.

Organization of Carbon County:

By an act of the Utah Legislature, approved by Governor West on March 8, 1894, the northern part of Emery County was organized into the County of Carbon, so named because of the rich deposits of coal within its limits. The active settlement dates from the building of the Rio Grande Railroad, which was completed through the county in 1883. On November 20, 1882, the small settlement of Latter Day Saints on the Price River was organized into a ward, with George Frandsen as Bishop. This is the first record of an organized settlement in the county. The first election of county officers was held on Tuesday, May 1, 1894, and resulted in the choice of the following officers: E. C. Lee, E. P. Gridley, and Eugene Santschi, Sr., selectmen (Commissioners); H. A. Nelson, treasurer, S. J. Harkness, attorney; W. J. Tidwell, surveyor, E. M. Olsen, probate judge, and J. W. Davis, Supt. of Schools. At the same election Price was selected as the County seat.

CHAPTER II. THE COAL MINING INDUSTRY

It is estimated that there are about 125 billion tons of coal in Carbon County. This vast amount would keep all the houses warm, would turn the wheels of all the factories in existence and would supply heat for every purpose for all the world for at least one hundred years.

"In 1930, 4,220,660 tons of coal were taken from our mines", says R. J. Vaughn, Superintendent of the Utah Railway Company. He continues, "The ordinary coal car with which we are familiar is of fifty-ton capacity and approximately 45 feet in length. If the vast amount of coal brought from our mines last year were loaded into such cars it would require 83,412 of them to haul it. If these were made into one train the caboose would be at Price and the locomotive would be far beyond the California line and our train would be 720 miles long.

Nearly all of the coal from the Carbon and Emery mines is taken westward ov Soldier Summit and down Spanish Fork Canyon. The grade up to Soldier Summit is so heavy that three powerful locomotives are required to pull and push a train of 55 cars of coal up the steep incline. One thousand five hundred and thirty-seven trains, each averaging 55 cars, were necessary to carry away the coal mined last year. If one should imagine that the locomotives used in moving these trains were not in use more than once, he could readily see the total number of locomotives wou be about 4,611. If these were coupled together, they would cover almost eighty mil of track. Since there are two engine men employed on each locomotive and a train crew of three men on every train it is readily seen that a comparatively large number of men are employed to transport the coal after it is mined."

It is estimated that approximately 3,500 men are employed in the mining indu try of Carbon County. This gives a general idea of the vast extent of the coal industry of Carbon and its importance to the state.

Mr. A. C. Wattis, Chief Engineer and Geologist of the Utah Fuel Company, has given some very valuable information on the formation and mining of coal in the following article:

STORED SUNLIGHT

"Two theories have been advanced to explain the method of formation, or the origin of coal, both of which have their adherents among geologists. One theory is called the "Drift" theory and the other the "Peat" theory or formation "Ensitu". Various coal deposits are known which seem to prove one theory to the discredit of the other, but as the formation of coal is such an extremely slow process compared with the history of man since he became engaged in scientific studies, we have no means now from which to determine definitely which theory is correct.

"On one point all seem to agree and that is, coal is the result of slow decomposition of vegetable matter under water and without contact with air. The accumulation of the immense quantities of vegetable matter necessary to form the great deposit of coal is the main subject of dispute. Adherents to the "Drift" theory claim that trees, leaves, ferns, mosses, etc., were carried to large basins, or sometimes to the shores of prehistoric, inland seas by rivers and floods. Afterwards these great deposits of vegetable matter were covered by sand and earth brought down from higher levels of the earth's surface by water. Adherents to the "Peat" theory claim that coal originated in shallow water and built up and extended into deeper water on the dead forms of its progenitors. It is beyond the power of the human mind to conceive the stretches of time during which the deposits were formed and the length of time they lay while the thousands of feet of rock layers which rest on the were formed. Some scientists estimated that it took thirty years to form a bed of coal one foot thick. At this rate it took 9,000 years to form some of the coal beds now being worked in the state.

"At all events the coal we use in this state was formed ages before prehistor man made his appearance. We often find carbonized tree trunks and limbs in the coal beds and the rocks forming the roof often have beautifully clean-cut impressions of ferns and palm leaves. These plants grew in a warm, humid climate through the mists of which the sun must have pierced with bright burning rays. As these plants thrive in the tropical sun and depended on it for their lives, coal, the remains of that long-ago life, is sometimes called "stored sunlight"."

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History does not tell us when man first discovered coal would burn, but it is not so very long ago that coal was first used for heating purposes. The discovery o steam by James Watt, and the invention and development of the steam engine led to the extended use of coal. In the United States the early coal miners had a hard struggle to induce the people of Pennsylvania to use coal instead of wood. It was

partly because the coal then mined was anthracite, otherwise called hard coal, or "stone coal", which is much harder to ignite than the bituminous or soft coal, we are accustomed to.

In Utah, old reports indicate that coal was first discovered in 1849, in the Sanpete Valley, and mention is made of its discovery in 1851 near Cedar City. In January, 1854, the Utah Legislature offered a reward of $1,000.00 to any resident who would open a vein of coal not less than 18 inches thick within forty miles of Salt Lake City, and where it could be profitably worked. This reward was claimed by William H. Kimball and John Spriggs in 1860, but refused on the ground that the mine was more than forty miles distant and the coal was of an inferior quality. In 1863 a mine had been opened forty miles from the capitol and coal sold for $40.00 a ton.

Probably little was done toward developing the coal deposits in the early days because the country was very sparsely settled - the industries of the territory were for the most part confined to agricultural pursuits. There were no railroads and the only means of transportation was by means of wagons drawn by oxen or horses Inquiry among the settlers might develop the fact that coal was mined for domestic use, but the mines were probably what we now call "country banks". That is, the farmers at the close of the harvest season would go to the coal deposits and dig out enough coal for their winter use. The mines, if such they may be called, were not opened in a systematic way, but the farmers would dig in from the outcrop far enough to get solid coal and would take no more pains with their work than to protect themselves from loose rock. Even to this day these "country banks" are found, although most of them are now opened a little more carefully. In some places in Castle Valley where the coal seams are from twenty to thirty feet thick, the farmers drive their teams into the excavations that have been made and load the coal directly into their wagons. Only the large lumps would be taken, the finer would be thrown away.

With the discovery of precious metals and the more extensive development of lode or underground mining, the need of a more condensed fuel than the timber of the surrounding mountains for power and smelting purposes led to the further development of Utah's coal fields. The advent of steam railroads have impetus to the development of our coal deposits and in 1869, after the completion of the Union Pacific Railroad (then called Pacific Union because it united the Atlantic and Pacific in a peaceful manner) mines began to be opened. Coal was probably brought to Salt Lake City by means of wagons drawn by oxen or horses, and on account of the long distances it had to be hauled it was very probable that only small quantities were used here and its use was very likely restricted to the more affluent citizens. It was not until June 13, 1870, that coal was taken there by rail.

Three kinds of coal are found in the State, namely: Lignite, Bituminous and Anthracite. The grades of coal are determined by the amounts of moisture, volatile matter and fixed carbon. Thus, lignite has the largest amount of moisture and the smallest amount of fixed carbon with a large percentage of volatile matter. Bituminous has less moisture and volatile matter and more fixed carbon, while anthracite has the least moisture and volatile matter and the greatest amount of fixed carbon.

Lignite comes from Coalville, Utah, and also from Wyoming. Almost all of the bituminous coal comes from Carbon County, the next largest amount from Emery, and anthracite comes from Colorado. Geologists estimate that the State has about 15,000 square miles of workable coal measures which contain 197,000,000,000 tons, enough to supply the United States at the 1914 rate of consumption for 386 years.

It is estimated by geologists that approximately 24,000 square miles of the original coal deposits of Utah have been eroded or washed away by waters in past ages, and if we accept the estimates for remaining acreage as being correct, then an amount of coal, at least equal to that remaining in the state has been washed down the forges of the Colorado river into the gulf of California.

Contrary to the general idea most people have as to the mode of occurrences of coal beds, the deposits in Utah, for the most part, are comparatively flat, lying like big, thick blankets so that the proper term to use would be a bed or seam of coal, rather than a vein of coal. In some districts we find as many as four or five workable seams, separated of course, by varying thicknesses of rock. In these places no seam is mined that is less than five feet thick.

Had it not been for the movements of the earth's surface, and the erosive action of water, these beds of coal would not show on the surface as they do now, and would have been worked through shafts, but the canyons and valleys that have been formed have so exposed the coal seams, that they are now visible and can be entered from the surface by drifts or tunnels.

The mines are developed by means of the tree system of rooms and pillars. This system is so called because the map of such workings has some resemblance to a tree.

The main tunnel by which the mine is entered and the coal brought out corresponds to the trunk of a tree. The tunnels branch from each side of the main tunnel and correspond to the branches of the tree, while the rooms correspond to the leaves on the branches. All tunnels are driven in pairs for the purpose of properly ventilating the mine. Fresh air is kept constantly circulating through all parts of the mine, the same as water through pipes, by means of large fans. These fans resemble the paddle wheels of an old-style river steamboat and are caused to revolve rapidly by steam or electricity, thus pulling out from the mines through one tunnel, the air which enters by way of the other tunnel.

It is necessary to supply fresh air to the mine workings because most coal mines generate poisonous or explosive gases, and even if they did not generate these gases the good air would soon be used up by the men and animals or would become fouled by the men's lights and the smoke from the blasting. Inside the mine the mining operations are not simply shoveling the coal into cars, for the coal is all in a solid mass which has to be cut or mined first, then blasted down with powder, loaded into the cars and hauled out of the mine. In former times, and even now in some places, the miners would cut the coal with picks. This they had to do by kneeling down, or lying on their sides and cutting three or four feet under. Now this is mostly done by means of machinery. Mining machines are endless chains with little picks in them which are run by electricity. Coal is blasted down in the better regulated mines by using electricity to explode the powder. By this means, all men and animals are permitted to be outside the mine when the shooting is done, thus avoiding all danger from explosions. As a further precaution against explosions the working places are sprinkled with water and are kept thoroughly wet down so that no coal dust can be stirred up by men, animals, or cars, or by the blasting.

In the larger mines the main tunnels called haulage ways and man-ways, are lighted by electricity, but all men carry their own lights with them. These lights are small lamps carried on the caps the men wear. The light comes from the burning acetyline gas which is formed by dropping water on calcium carbide. Before these lights were invented, oil lamps, burning lard oil, etc., were used, but these smoked, burned a great deal of oxygen and were dirty as well as extremely dangerous. In some mines where explosive gases are found, the safety lamps must be used. These are somewhat like small lanterns with the upper part having a cylinder of very fine wire gauze above the flame. This wire gauze cools the explosive gases so they cannot ignite and explode. These lamps burn gasoline and are so made that the miner cannot open them. Electric safety lamps are now being used in mines in this state in place of the old style safety lamp. They are small globes worn on the miner's cap, the electricity being supplied by a battery which is carried in the pocket or attached to a belt around the waist. The wires go over the top of the miner's cap and down his back.

Coal, as it comes from the mine, is called "run-of-mine". It is dumped by what is called a "tipple" into shaking screens which separate it into various commercial sizes. The modern tipple of today is arranged so that a number of sizes of coal may be made. Slack is the coal that passes through a 1-5/8" screen (steel plate with 1-5/8" round perforations); egg coal is that which passes over a 1-5/8" screen and through a 4½" screen; stove is the coal which passes over a 3" or 4½" screen and through a 6" or 8" screen; nut coal is that which passes over a 1-5/8" screen and through a 3" screen; cobble lump is the coal which passes through a 6" or 8" screen and through a 10" screen; big lump is the coal which passes over a 10" screen; 8" lump is the coal which passes over an 8" screen; domestic lump is the coal which passes over a 1-5/8" screen. When the slack is re-screened to make "pea" (screened slack) and dust, it is passed over a screen with 3/4" perforations; the coal which passes over this screen is called pea coal and the coal which goes through the 3/4" screen is dust. The Spring Canyon tipple is provided with spirals for mechanically removing the impurities from the pea coal. This is believed to be the only spiral plant in the west. The Spring Canyon tipple is considered one of the best in the West and was designed especially for the preparation of domestic coals.

The Coal is then loaded into railroad cars and shipped through the state to adjoining states. A large amount is shipped to California and some to the Northwest. The demands for coal in Utah are entirely too small to keep the mines of the state running steadily, and as it is desirable to operate them as nearly full-time as possible, the mine owners must look for outside markets to fill in.

CHAPTER III. MINE ACCIDENTS, THEIR CAUSES AND PREVENTION

This chapter consists of a series of articles by authorities on coal mining, dealing with mine accidents and their prevention. It is apparent that this subject is always uppermost in the minds of those who are responsible for the welfare of those who gain their livelihood by mining.

The following article was prepared by Robert Howard, General Mine Inspector, and read at the regular monthly meeting of the officials of the U. S. Fuel Company, March 31, 1916.

Accidents in coal mines have been known since coal first started to be mined, and as men are human and liable to err, we are very likely to have accidents as long as coal mining continues.

The causes of accidents in mines, and the development of measures for combating or avoiding them, have, for many years past, been the subjects of careful study and experimental investigation at the hands of practical men possessing special knowledge and experience in connection with mines, and also of eminent authorities in science and its application.

Statistics, bearing on accidents in mines, have been collected in England since the year 1835, by commissions appointed by Parliament for that purpose, and these commissions have collected and weighed the results of experience and the opinion of miners, mine officials and scientific experts.

Legislative enactments, both in this country and in other countries, have been made consequent upon these official inquiries, and have from time to time, effected improvement in the working conditions and the supervision of mines, whereby the proportion of accidents to the number of men employed and to the amount of coal produced, has been greatly diminished.

Some of the first requirements to better safeguard life and property were that the men in direct charge of mines should have Certificates of Competency, showing their fitness for the position they were to fill, the use of the furnace for ventilation was abolished and the mine fan used in its stead, inspection of mines for fire damp and other dangerous conditions, the use of safety lamps in place of the old tallow candle in gaseous mines, regulations regarding the use of powder, and special rules made by the mine owners as a protection to life and property.

In Great Britain, in the year 1850, the output of coal was about 50,000,000 tons, and deaths from accidents exceeded 1000 in the year, which would mean one life for every 50,000 tons of coal produced, while in recent years this percentage of fatal accidents has very much decreased in that country. We find, according to the report of Secretary Lane of the Interior Department, that in the United States the fatal accidents in coal mines for the year 1915, was the lowest in the last eight years, and the report shows that 228,799 tons of coal was produced for every life that was lost. The number of fatal accidents being 2264 for that year, the fatality rate per 1,000 men employed was 2.95 which is the lowest since the year 1898. The total output of coal in the United States for the year 1915 was 518,000,000 tons.

The greatest improvement that has been affected in the working and managing of mines has been in recent years, and is due partly to the laws passed by the various State Legislatures, and the appointment of State Mine Inspectors, and by the special and general rules laid down by the various coal companies for the conduct of the mines, and special rules defining the duties of the various employees, both outside and inside of the mines.

Although much has been done in recent years in regard to more improved methods of ventilation, better systems of working the mines, more up to date haulage systems, and in protecting the miners and others against accidents, yet we find that accidents continue to happen.

The continued heavy mortality, due to accidents in spite of the good effects of the various legislative enactments, and the special rules made through the various coal companies themselves, was probably responsible for the establishment in 1910, by the United States Government, of the Bureau of Mines, a part of whose duty it is to find out and report on the causes leading up to the various accidents in mines, and if possible to furnish a remedy for them.

In recent years, most of the States where there are coal mines have caused legislation to be passed making it necessary for the men in actual charge of the mines, to have several years of practical experience in mines, and also compelling them to pass an examination and receive a certificate, before they can act in the capacity of Mine Foreman or Fire Boss; in other words, these men are expected to show by this examination that they are not only practical miners, but that they are students of mining and understand proper methods of mining, which, if put in force, will give chance for fewer accidents.

The chief causes of mine accidents are: Falls of roof or coal, explosions of gas or dust, accidents caused by mine cars or machinery, electric shocks, shaft accidents due in course of hoisting, or men falling down the shaft, accidents caused by horses and mules, and from various other causes.

The chief source of personal accidents, which is fall of roof or coal, is often the result of ignorance or carelessness on the part of the miner himself. There is a natural tendency on the part of the miner to postpone the setting of necessary timber until he has finished loading his coal, or at least until he has loaded another car of coal, and he is thus exposed to the danger of falling roof while cleaning up his place. Neglect to properly sprag the coal while undermining the same often causes accidents. Accidents due to the movement of cars and machinery are often due to neglect to sprag the cars, allowing them to attain too high a rate of speed, or from derailment of cars while moving, and these accidents may be greatly lessened by proper care and diligence on the part of those employed in or about the mine, and by those in charge of the movement of the cars, or the machinery. Accidents due to falling hoisting shafts may result either from carelessness or from the breaking of ropes, etc. Accidents caused by the explosion of gas and dust, may be largely avoided by maintaining an ample ventilating system, prohibiting the chance for accumulations of gas, either in the working places or in the finished and abandoned places, by care in the daily inspection of the workings, and use and proper handling of explosives, the use of approved safety lamps where such are required, and the use of a good sprinkling system whereby the floor, sides and roof of all places inside the mine are kept in a wet or damp condition, so that no dust is allowed to accumulate in any part of the mine workings.

While in this State, we may not be directly interested in hoisting shafts, yet I will give you as an illustration, the safety with which shaft work is conducted. At two collieries in South Wales, 1200 men have been lowered and raised a distance of 430 yards or 1290 feet, for an average of four and one-half days a week for 18 and 20 years in the two pits, representing the passage up and down of nearly 6,000,000 men in that time, during which there was not a single accident.

When the Bureau of Mines was first established, the most urgent work before it was the investigation of the causes and possible prevention of gas and dust explosions in coal mines. This was done by mine investigations, by chemical and physical tests in the laboratory, and such preventive measures as experience has suggested. For conducting large tests with inflammable gas and coal dust, an experiment mine was made at Bruceton, near Pittsburg, Pa., in which these tests were made. They proved conclusively that not only could an explosion be caused by gasses, but that coal dust raised into the air and when ignited might cause mine explosions more widespread and terrible than fire damp. This fact was doubted by many mining men, but was proven by large experiments at this experimental mine. Coal dust from hundreds of mines in different coal fields were tried and experiments were made. I might state that the explosability of coal dust in the State of Utah has been known for a great many years, and as far back as the year 1889 a complete sprinkling system was put in the Castle Gate mine of the Utah Fuel Company, by which every accessible part ot the mine, both working places and finished places would be reached by men carrying rubber hose, used for the purpose of connecting with the water pipes, so that every accessible part of the mine could be sprinkled by men whose duty it was to do no other work than this.

This, I believe, was the first mine in this country in which a complete water system was installed, and the entire open part of the mine sprinkled by men whose business it was to do no other work but this.

In an article by Mr. Van H. Manning, Director of the Bureau of Mines, he states that tests are being made to determine the efficiency and cost of rendering coal dust inert by using rock dust in a commercial mine. About 2000 feet of entry in this mine was sprinkled with limestone dust, and was inspected every two weeks by one of the Bureau's Engineers to determine to what extent the Rock Dust had been contaminated by coal dust, and the results, so far, indicate that unless much coal is spilled along the roadway, this method will give better protection against coal dust explosions, and under the conditions tried, may be cheaper than the use of water on a large scale.

It has often been thought that the use of improper explosives has caused many mine explosions. To do away with this danger, "permissible explosives" that have quick, short flames have been put into practice. These explosives are much less likely to ignite gas or dust than the flames of Black Powder or Dynamite. No known explosion has been caused by the use of "permissible explosives", and the use of them makes mining much safer where gases are given off or in a dusty mine.

In the coal mines at the present time we have a great many men of foreign birth, who do not understand the English language, and who never worked in mines until they came to this country. It is the duty, therefore, of the mine officials, particularly the Mine Foreman, fire bosses, and mine inspectors, to instruct these men in such things as will tend to their own safety, as well as to the safety of the entire mine, and the efforts of these parties will be the means of reducing the

While the matter of revising our State Mine Laws is being discussed, and it is possible that they may need revising due to the introduction of electricity into our mines for the purpose of lighting the passage-ways, undercutting the coal, firing the shots, hauling the coal from the face of the working places, causing numbers of wires to become bare and insulated to be used in carrying or conducting the electric current so that this work can be done, yet I believe that if our present State Laws were properly carried out, together with the rules laid down at the various mines, and adhered to by all concerned, that many accidents which now occur would be avoided. Most accidents that occur daily in the mines are not due so much to the lack of legislation as to the lack of obedience and the closer observance to our mine rules and regulations.

In coming down to the accidents that occur in our own mines from time to time, we know that there is much work to be done, and no one is better prepared than our mine foreman, firebosses, inspectors and other officials who visit the various working places once, and in some cases, twice a day, to see that this work is done well. It should be the duty of these officials to watch out for dangerous conditions, to see that the mines are kept in safe condition, that the State Mining Laws are carried out, and that the special rules of the mine are enforced as well as to instruct the miners and show them the necessity of protecting themselves, so that the slogan of "Safety First" may be carried out by all concerned, and thus show a decrease in accidents in our mines.

In figuring on the percentage of accidents from various causes, the report from one State shows that for a period of ten years, 60 per cent of all fatal accidents were caused by falls of roof or coal, 15 per cent were due to mine cars and machinery, 14 per cent to explosions of gas and dust, 3 per cent to explosions of powder, 7 per cent to falling down shafts, killed by mules and from other causes, and 1 per cent was caused by electric shocks.

Referring to the last ten fatal accidents that have occurred in our own State, from the information I have received, six of these or 60 per cent, were caused by falls of roof or coal. The mine foreman, fireboss, or other persons who notify the workmen of dangerous conditions, have no knowledge of the accidents that are prevented by their warning.

There is no doubt but that a closer and more careful inspection of the working places would bring a better and more strict enforcement of laws and regulations by our officials. The miners' realization of the dangers attending their daily work and their own efforts to reduce accidents, the more liberal use of the mine prop where needed, the sprinkling of all accessible parts of the mine so that every place is kept in a wet or damp condition, the proper distribution of the ventilating current, so that all places are kept clear of smoke and other noxious gases, the proper use of permissible powder and proper tamping of the same and a spirit of cooperation on the part of all concerned, will show a big improvement and thereby materially lessen the number of accidents in our mines.

EXPLOSIONS IN COAL MINES

To get at this subject so that it can be understood, it must be remembered that all coal beds in their natural state contain a very explosive gas known as "methane". This gas is odorless, colorless and tasteless and it will not explode in its pure state. It is necessary to mix free air with it. Any mixture under 5% gas and 95% air will not explode. Any mixture between 5% and 13% will explode. Any mixture over 13% will not explode.

Most mine explosions are caused by the presence of this methane gas. It is lighter than air and when it escapes from the coal it collects in the holes in the roof of the mine. In order to make the mine safe it is necessary to force a current of air thru these places sufficient to dilute it to a mixture that has less than 5% gas. It is then safe to move it out thru the air ways to the outside. If this gas is permitted to remain in the mine and in some way come in contact with an open flame lamp or an electric arc, it will explode and the extent of the explosion will be governed by the amount of gas present. When the gas explodes in a dry and dusty mine the concussion of the gas explosion will throw the coal dust into suspension in the air and it will in turn become ignited and cause a general explosion throughout the mine. In an explosion of this kind very few people escape alive. There are several ways to detect the presence of this gas. In places where it is known to exist, the old method was to go in and burn it before there was enough to cause an explosion. The modern method of testing for gas today is with a flame safety lamp. This lamp is so constructed that it can be placed in any mixture with safety when it is in the hands of an experienced man. When this is done a small blue cap will appear on top of the regular flame of the lamp. The explosibility of the mixture can be determined by the size of this blue cap. There are other mechanical devices for the detection of gas in coal mines, but they have not come into general use.

When an explosion takes place in a mine, all of the oxygen in the air is burned and this is the cause of another various dangerous gas known as Carbon Monoxide. One breath of this gas is sufficient to kill any person. This gas makes it practically impossible to recover bodies after an explosion. The breathing of methane by a human being is not dangerous and he suffers no ill effects from it.

A great many things are being done to prevent mine explosions that were not done a few years ago. In mines that give off gas, more care is taken of the ventilating system. Rock dust is being hauled into the mine and mixed with the coal dust. The idea of this practice is as follows: The rock dust will not burn and enough of it is used to prevent the flame from traveling from one particle of coal dust to another. All of the mines in Utah are required by law to sprinkle with water all of the dry places. By so doing, the dust is kept wet and will not easily be thrown into suspension. This dust will not explode while piled along the track or in a working place.

King No. 1 mine is a very safe mine from a gas standpoint. It is located high up on the mountain, all of the cracks and crevices in the strata over the coal being free from water, and in ages past the gas has escaped through these cracks. In other locations where gas is present, they are usually driven under the rivers and streams. The water has a tendency to keep the cracks and crevices sealed and the gas cannot escape.

THE SCOFIELD MINE DISASTER

The following information was taken from the "History of the Scofield Mine Disaster", by J. W. Dilley.

The terrible calamity of Tuesday, May 1, 1900, in No. 4 Mine at Winter Quarters:

May Day, or Dewey Day, dawned bright and clear, when about two hundred miners left Scofield for the mines in the miner's coach that is run back and forth at the change of shifts, to the mines of the Pleasant Valley Coal Company at Winter Quarters. Every one of the men that was soon to meet death in its most horrible form was feeling in the best of spirits as evidenced by the pleasant joke that was bandied back and forth through the coach. What had they to fear? Were they not working in one of the safest coal mines situated in the coal region? Each one was looking forward to the evening when there was to be a dance in the new Odd Fellow's Hall, and their children were to have a celebration in honor of the Hero of the Battle of Manilla.

Nearly every man was at his post of duty in the mine when from some cause or other, a most terrific explosion took place and all was changed in the twinkling of an eye.

At about fifteen minutes past ten o'clock the surrounding country was startled by an explosion, but as it was "Dewey Day" nearly everyone supposed that the noise was caused by someone setting off a blast in honor of the day.

But soon women were seen hurrying toward the mine and by their blanched faces one could read that there was something amiss at the mine. Reports came from them that Number 4 had exploded, but this was not believed as this mine in particular was considered to be the safest mine of all the Company's mines. But disaster dire and dreadful had overtaken Number 4. The miners were confined with no chance of escape, caught like rats in a trap. No hope to recover anyone alive, no hope to ever look upon the living faces of those entombed.

A relief committee was soon formed and headed by T. J. Parmley, Superintendent of the mine, started for the levels of Number 4 through Number 1, there being inside connections. They were driven back by the terrible after-damp that had by this time reached the levels of No. 1. The route by the way of No. 1 having been found impracticable on account of the after-damp and the committee hurried to the mouth of No. 4 where the attempt was again made to enter the inferno that raged within.

Attempts were made many times before the actual rescue work began. Hope had been entertained that some of the men, especially in No. 1, would be found alive but the farther the rescuers went, the more apparent became the magnitude of the disaster. Men were piled in heaps, burned beyond recognition.

After a time the dead men were brought to the mouth of No. 1 by car load, sometimes as many as twelve bodies being loaded upon one mine car. Then it was that the horror of the situation began to dawn upon the people on the outside of the ill-fated mine. Then it was that the people realized that it was impossible to expect

anything but the burned or mangled bodies of the loved ones that had entered the mine so light-hearted that morning.

The boarding house, the meeting house, the school building, and the barn all were cleared out and used as receiving rooms and washing rooms.

A total of 199 men were killed and 7 injured seriously. 103 escaped from No. 1 uninjured and only 1 escaped uninjured from No. 4, most of the men in No. 4 being killed by force and heat while more than 100 men in No. 1 were suffocated by after-damp which swept down from No. 4.

An inquest was held upon the body of John Hunter. The jury found the verdict as follows: That death was caused through an explosion in No. 4 mine while in the employ of the Pleasant Valley Coal Company. The explosion was caused by a heavy shot igniting the dust.

Gomer Thomas, State Mine Inspector, said "I inspected the mines here on March 8, 1900, and found them in fair condition. The ventilation was good and the mine was free from gas. In my estimation the disaster was caused by a heavy shot of giant powder or loose powder exploding. The giant powder went off, being the result of a dust explosion. I went to a place where it was claimed they had powder stowed away, and the place showed that the explosion had started there and showed further by the action of the explosion and by the body that was found there that it was burned more than the other bodies which we found. In March, at the time of the examination of the mine to check the ventilation, I found the Pleasant Valley Coal Company had complied with the law."

One hundred and fifty bodies were buried in Scofield, the others being sent to all parts of the state and eight outside of the state. There are about 125 graves on a tract a little over an acre in size. The other 25 are in various parts of the cemetery being in the midst of those of the same families who had gone before. All the caskets in Salt Lake City were not enough to bury the dead and a carload was ordered from Denver, Colorado.

There were left 107 widows and 268 orphans. Sons were killed leaving aged fathers and mothers. Brothers lost their lives leaving unmarried sisters and younger brothers to live as best they could.

The Scofield Mine Disaster was truly the most dreadful calamity that ever occurred in the Western county.

THE BUILDING OF THE DENVER AND RIO GRANDE WESTERN RAILROAD IN UTAH

The portion of the Denver and Rio Grande Western Railroad in Utah was constructed as a narrow gauge eastward from Salt Lake City when the Utah and Pleasant Valley railway (The Calico route) extending from Springville to the coal mines in Pleasant Valley, was purchased.

On August 1, 1882, a line was completed from Clear Creek (Tucker), a station on the Utah and Pleasant Valley railway, via Soldier Summit to a point at the junction of Fish Creek with the Price river, called Pleasant Valley Junction (Colton). In October 1882, it was decided to serve the Pleasant Valley from P. V. Junction (Colton) rather than from Clear Creek, and thus avoid the operation of two lines over the Summit of the Wasatch Range. Accordingly, by December 1, 1882, a line was constructed from P. V. Junction following up the course of Fish Creek to a connection with the original Utah and Pleasant Valley Railway about 2 1/2 miles north of Scofield.

The extension from P. V. Junction (Colton) to the Utah-Colorado border was completed April 8, 1883, and a division terminal consisting principally of an eleven stall brick enginehouse was constructed at P. V. Junction. At the time of this construction the only station appearing between Farnham and Castle Gate was one called Castle Valley, and it is not clear whether this so-called "Castle Valley" referred to the present town of Price or some station in the vicinity of the present town of Helper. In 1887 the station of Price seemed fairly well established, but there still was a station called Castle Valley between Price and Castle Gate. It is quite probable, although not entirely supported by authentic records, that the original "Castle Valley" was some station at least in the vicinity of the present town of Helper. This station of "Castle Valley" occurs in the records as late as December 31, 1887.

The line was standard gauged in 1890, and the first reference to "Helper Terminal" appears in the annual report for the fiscal year ending June 30, 1892, during which year a new depot, hotel for trainmen, new coal chute, roundhouse and oilhouse were constructed. Deeds for the land purchased at Helper are dated 1891,

and one of these was a conveyance from the Helper Townsite Company. It thus appears that if it were originally called "Castle Valley" or if it were an entirely new station, the name "Helper" surely was applied to the location at the time standard gauging was effected, or in 1890.

After the construction of the division terminal at Helper, which evidently occurred in 1891, the use of the terminal previously constructed at P. V. Junction or Colton was abandoned. Subsequent to the original installation of facilities at Helper, almost all were augmented from time to time. The amount of trackage grew rather gradually. The first dwellings for employees were constructed in 1897, and the chapel was constructed by the railroad company in 1899. As the requirements grew, additional dwellings for employees and additions to hotel accommodations were installed. The Y. M. C. A. building was erected in 1906.

Due primarily to the rapid development of the coal industry in Carbon County and the complexity of operation attendant thereon, the division terminal was moved from Helper to Soldier Summit in 1919, and due to the subsequently changed condition, it was returned to Helper in 1929 where railroad facilities were greatly expanded to accommodate its location at that point.

The above information was given by Arthur Ridgeway, Chief Engineer of the D. & R. G. W. at Denver, Colorado.

BRIEF HISTORY
PRICE

Price, the County seat, is located in the central part of Carbon County, 125 miles southeast of Salt Lake City on the main line of the Denver & Rio Grande Railroad. The elevation is 5700 feet. From a few sod-roofed dugouts built in the late winter of 1879, Price has grown to a population of 4,881 in 1930. Many residences and a score or more of business blocks now dot the places where formerly were to be found sagebrush and prairie dogs.

The early pioneers, all of whom had settled along the Price River during 1879, were Caleb B. Rhodes, Frederick E. Grames, Charles Grames, followed later by Levi Simmons, William Z. Warren, Thomas Caldwell, Robert Powell, William Davis, James Gay, John A. Powell, Sarah J. Powell and Lyman Curtis. "Rhodes had visited this section of the country a few years previously, hunting and trapping, and undoubtedly he saw a future development". In these early days much of the food consisted of wild game,and many a meal of venison only kept the pioneers from starving.

From this early beginning, and true to the type of early Utah settlers, these homeseekers set about to build a town and to bring the natural resources to their aid in so doing. Located on the edge of the desert with insufficient rainfall to mature their crops, one of the first things they needed was water. By cooperative work and laboring under many hardships when oftentimes the only food the men had to eat was bread and onions, they dug their first irrigation ditches. Pioneer ditches No. 1 and No. 2, were laid out and completed under the direction of Grames, Rhodes, Powell, and Warren, but every man in the community did his part in building them. Later in 1880 Green Allred and George Doward built the Allred ditch. Far-seeing men soon realized that these minor irrigation projects would not supply the growing need for water and the Price Water Company's Canal was begun in March 1884, and finished in 1888. This work cost more than twenty thousand dollars. Since that time the Price River Water Conservation District has amalgamated all the minor projects and all water is now distributed under its direction. This has been made possible by the construction of the Horsley Dam in Scofield Valley, which has directly benefitted both Price and the surrounding territory. The many canals carrying the precious water to the many thriving fields is indeed an interesting contrast to the hauling of water in barrels as the pioneers of the valley did during those days in the early years before the ditches were built.

Price has made its greatest growth in the past twenty-five years although the early settlers increased steadily in numbers due mostly to an influx of other home-seekers who came soon after the original group. Any settlers who arrived before the close of 1885 may be classed as Price Pioneers. This group includes many now prominent in the history of the city and the reader is referred to the historical summary in the Revised Ordinances of Price City, 1824, for a complete list as submitted by Ernest S. Horsley, one of the Pioneers.

Price townsite was surveyed and laid out in November 1882. The first frame building was erected by Frederick E. Grames, who established a store with a stock of goods purchased from a construction contractor of the D. & R. G. Railroad.

The real growth of Price began with the coming of the railroad. Grading for the railroad, which was started in March 1881, was completed from "Deseret" just

east of Greenriver, to Ogden in 1883. The first train services were started over this line in May, 1883. At this time "Castle Valley Station", as it was previously called, was changed to "Price". One story has it that it was so called for Colonel Sterling G. Price who, early in the Mexican War, completed the conquest of California and in 1848 won a decisive voctory over the Mexicans at Santa Cruz de Rosales, thus earning a place among the national heroes of those days. Another account of the origin of the name is that it was named for Bishop William Price, of Goshen, Utah, who explored this region after the abatement of the Indian troubles, and following out the request of one of his daughters that he name any new stream he might find on his trip.

With the coming of the railroad also came the demand for the establishment of a post office. Mail had previously been addressed to points in Utah County and had, at one time, been brought over the mountains from Sanpete to Huntington. The first postoffice was opened August 30, 1883, with Frederick E. Grames in charge. The old post office building was located west of the railroad tracks near the present ice plant. Subsequently mails have been distributed from various buildings rented for the use of the government business, until 1931 when the magnificent Federal Building was erected. This postoffice serves not only Price but also much surrounding territory because it is the distributing point for the mail service to Uintah basin, Emery county, and local routes.

The Price town government was organized at a meeting held at the Emery County Court House on July 14, 1892. At that time Carbon County was not organized. The petition for the organization of the town carried forty-nine signatures and represented a population of three hundred eight persons. Alpha Ballinger presented the petition to the Court and was instrumental in carrying it to a successful culmination. On November 8, a general election resulted in the selection of James M. Whitmore, Mayor, and Arthur W. Horsley, Henry G. Mathis, John H. Pace, and Seren Olsen, as trustees. Mr. Ballinger became the first clerk and treasurer. As time passed Ernest S. Horsley, L. M. Olsen, Rueben G. Miller, Arthur J. Lee, Arthur W. Horsley, and Frank Olsen served Price as Town Presidents. Arthur W. Horsley, W. Frank Olsen, Carlos Gunderson, Geo. A. Wootten, L. A. McGee, W. W. Jones, James W. Loofbourow, C. H. Madsen and W. F. Olsen have each in turn been Mayor of the City. Many of these men have served two or more terms. The present mayor is R. E. West.

The vision of the early settlers extended to the field of education and the first public school was established in the home of Mathew Simmons in 1883, with Sally Ann Olsen as instructor. Price school district was organized in 1884 with William H. Branch, George W. Eldridge and John D. Leigh as trustees. The log meeting house was used as a school house until 1885 when a special levy enabled the community to erect a three-room adobe building. The lumber used was brought from the Thayn saw mill in Soldier Canyon. An eight-room brick building, which was completed in 1904 was destroyed by fire after being used for eleven years, and was replaced by the present Price Central school. While the latter was being constructed, school was held in the Public Library, the Court House, City Hall, and extra rooms of the Carbon High School. From a humble beginning through a period of years the schools of Price have developed into a system including three elementary school buildings, one parochial school and the Carbon High School. At present, more than 1700 pupils attend school in Price City. The Price schools are now a part of the Carbon County School District organized in 1915. Under this organization large numbers of elementary pupils are transported to the Price schools from outlying farm communities and all senior high pupils of the county attend the Carbon County High School.

The ecclesiastical history of Price has been most closely connected with its evolution in other lines. The early pioneers were Latter Day Saints and held their meetings in a bowery and in various homes until "in January, 1884, the people began the building of a log meeting house twenty feet wide and forty feet long. This building was used for Sunday Service, schoolroom and courthouse for many years." There are now four churches in the city, each having a large membership. The Latter Day Saints is perhaps the largest. The price Community (Methodist), the Notre Dame de Lordes (Catholic) and the Greek Orthodox (Hellenic) churches have beautiful structures in which to worship. The L. D. S. Tabernacle, which is used for Stake and Ward purposes, is perhaps the most pretentious building in the city. Its large auditorium is in great demand for community gatherings of various kinds.

Many civic clubs, such as the Chamber of Commerce, Rotary, Kiwanis, B.P.W., Sorosis, Womans' Club, and others have assisted the city in reaching its present development.

Price is an up-to-date municipality with every convenience of the large city except street car service. Paved streets, electric lighting, spring drinking water, and inviting parks are to be found within its borders. Playground equipment engages the leisure hours of the children, and the summer months find the municipal swimming

pool teeming with young and old. Various activities are encouraged and Price City assists its many civic organizations to care for the recreational life of its young people. One of the best tennis courts in the state is owned and operated by the city under the direction of the park superintendent.

HELPER

Helper is so named because its geographical location features importantly in the transporting of trains over the steep incline of the Wasatch range to Soldier Summit, is a thriving railroad center and trading point for 26 mines lying within a radius of forty miles and is aptly known as the Hub of Carbon County. The town is located seven miles northwest of Price and three miles south of Castle Gate, at an elevation of 5,840 feet.

Although the vicinity was well known to prospectors, traders, and travelers, the first settler is known to have been Teancum Pratt and his two wives, Sarah and Annie, who came in 1870 to prospect in the coal regions of Spring Canyon where Sarah's father, Tom Rhodes of Salem, owned property. For many years the three lived in a dugout, this section being known as part of Ewell. Pratt eventually owned practically the entire district and to this day the town is platted out according to Pratt's survey. In 1883 Pratt sold property to the D. & R. G. Railroad for the establishment of rail facilities in this district.

Before the building of a station a spur was built to this section from the main line, which was "narrow gauge", and a box car was set out for the station and called Pratt's Siding. In 1890 the railroad became standard gauge. During the year 1892 a new depot, hotel for trainmen, new coal chute, roundhouse and oilhouse were constructed. The top floor of the depot was converted into a library and billiard room for the men and remained so until 1906 when the Helper Railroad Y.M.C.A. was built. It became quarters for Division officers. For over 20 years Julius Sheppard served as secretary of the Railroad "Y" and became one of the best known and beloved characters along the entire system.

A family by the name of Taylor Wilson is reputed to have erected the first home. The first schoolhouse, used for six months in 1891, still stands, just north of the present school building. The little adobe house is now on the Dominic Bergera property.

One of the most interesting characters of early community life was Tom, the Chimaman, whose life was indelibly mingled with the history of local railroad building. Tradition pictures Tom as a hero, he having saved the rights of the company by his timely warning of some dire plot, the exact nature of which has been lost in the past. At any rate, the old Chinaman, reputed to have been Mayor of Hongkong earlier in his life, was given a lifetime job as mail carrier and he treasured his position as a sacred trust. About 1918 he went back to China and little was known of him thereafter.

Interesting early settlers were Ed Jones, J. Henry VanNatta, George Ladd, James McCombs, J. Tom Fitch, Pete Smith, J. B. Milburn, Jim Rooney, Cad Thomas, Joe Hogh, Jim McCune, Charley Johnson, and John Good..

With the growth of the railroad center, local sentiment favored a change in the name of the town to distinguish it from Ewell. Some of the early settlers favored naming the town Welby in honor of the general superintendent of the railroad but Mr. Welby suggested the name of Helper as more appropriate since at this point the extra or "Helper" engine is added to dispatch trains up the heavy Soldier Summit grade. In 1892 the town was created out of the northern part of Ewell precinct and Helper school and road districts were established by the order of the County Commission.

J. Tom Fitch, one of the well known early settlers, erected the first two-story frame house in 1891. A portion of the building remains at the rear of the American Candy Company building.

Early trading was done at the Wasatch Store at Castle Gate or at Price. Mrs. James McCombs, a resident of the present community, established a restaurant on the location now occupied by the Merchant's Cafe. Her reminiscences contain many fascinating stories of old time prospectors, traders and railroaders. A typical incident is here given. On the morning of the Wasatch store robbery in 1898, "Gunplay" Clarence L. Maxwell, a ring-leader of a robber trio, and his companions had breakfast at her table. The men had just secured several thousand dollars from the Castle Gate pay roll and an indication of the extent of their haul is shown in the interesting tale that they poured out the silver money, concerning themselves only with currency. They were never apprehended.

Another fascinating sidelight of early history is told by Mrs. McCombs who recalls the time the plans for establishing the county seat in Helper were completed, with the exception of purchasing the site for the courthouse. These plans were foiled when J. B. Milburn, owner of the desired property, asked too high a price for the land, so the county seat was taken to Price.

A merchant by the name of Van Tromp established the first general merchandise store in 1897. The first post office was located in a small house which still stands on the J. Tom Fitch property.

The early education of Helper's children was gained in a log house, or adobe building, with heat provided by fireplaces and stove. Crude benches were used for seats. Early school teachers were Miss Parrott, Miss Corey, and Miss Webb.

In 1893 the school district obtained the premises now occupied by the Helper State Bank, and a small building was erected for educational purposes and used until 1899 when the railroad company built the chapel and gave the use of the basement for school rooms. The smaller pupils occupied one large room, and the advanced pupils were kept in the main street location until 1900. The following year the chapel basement was divided into three rooms and the entire school was housed there. With hot water and steam heat the place was considered quite modern. School continued thus until 1909 when the present building was erected. Since that time additions have been made to care for the increased enrollment.

During October 1907, Helper township was regularly organized and incorporated. The first officers were J. Tom Fitch, President of the Town Board, and W. C. Brocker, J. H. Harrison, Steve Gianotti, and Louis Lowenstein, Board Members. This proved to be a civic awakening for the people of Helper. A deed to a twenty-foot strip of ground, along Main street was secured, fences along this strip were moved back, telephone poles taken from the center of the street and main street widened to fifty feet. The stimulus that this improvement afforded caused people to buy suitable residence sites and build comfortable and attractive homes. The coming prosperity of the town was much in evidence.

As mines opened in the canyons nearby the importance of Helper as a business and trading center increased until the town has rapidly grown and is known as one of the busiest trading communities in Eastern Utah. Municipal water is piped 26 miles through canyons from pure mountains springs; a modern system of electric lighting, and a telephone exchange serves the many beautiful homes in residential districts. Merchandising establishments are varied and modern in every detail, supplying all the needs of a large shopping area. In 1925 the new city was erected and since that time a beautiful park has been laid out, a swimming pool provided by the Kiwanis club, and other civic enterprises completed.

Presidents of the Town Board, since organization, have been Tom Fitch and W. T. Hamilton, with Joseph Barboglio elected the first Mayor, followed by Ben Moss, F. R. Slopanskey, E. T. Borkenhagen, Al Evans, Charley Bertolino, Glen Ballinger, and Frank R. Porter.

In 1919 Helper was changed from a town to a third class city. The population in 1931 was 3,100, an increase of nearly forty-six per cent in three years. Much of the recent growth can be attributed to the return of the railroad terminal to Helper after ten years location at Soldier Summit. In 1930 the old roundhouse was abandoned, and a modern engine terminal established in the lower end of Helper, together with machine shops, a yard trackage of many miles completed for the accommodation of coal trains dispatched from this center, and a large through-freight and passenger service handled by the local D. & R. G. W. Seventy company houses were also moved to Helper from Soldier Summit to provide housing facilities for the many rail employees and their families, brought to Helper by the division change.

Social life of the community centers in many fraternal, social and civic clubs and organizations. Foremost in the present life of civic efforts is the Kiwanis Club, whose efforts brought thousands of people to Helper from all county points and from the Uintah Basin in the celebration of Helper Day, sponsored for the first time on June 25, 1931. Recently a Chamber of Commerce was organized and with a rapidly growing membership and much lively interest, it promises to be a dominant factor in the progress of Helper. Local business women are also organized in the Business and Professional Women's Club, which has accomplished much in the promotion of welfare work. Churches established locally are the Latter Day Saints, the Episcopal, and the Catholic. The American Legion and Auxiliary are active as are seven craft organizations in the employ of the railroad company. There is a local troop of Boy Scouts, and eleven fraternal orders.

At the present time schools are suffering from an overcrowded condition. There are 640 pupils enrolled in the grade school; 40 Helper students attend the

Notre Dame school at Price, 200 high school students are transported to the county high school at Price, and approximately 25 attend schools in other parts of the state.

Twenty-six nationalities contribute to the cosmopolitan aspect of Helper population. Among them are American, Scotch, Irish, English, Swedish, Norwegian, Danish, German, Austrian, French, Spanish, Italian, Assyrian, Greek, Chinese, Japanese, Negro, Mexican, Dutch and Jewish. Many of the business men and leaders of the community are of foreign birth but have madily adapted themselves to American customs and are prominently featured among the most progressive of the community.

ROLAPP

Rolapp is picturesquely located at the foot of Castle Rock, at the junction of the Bear River and Price River canyons on the Denver and Rio Grande Railroad. It is approximately eleven miles northwest of Helper and one mile northwest of Castle Gate, at an elevation of 6259.25 feet. The new Pike's Peak Highway, completed in October 1931, runs through the center of the town. A stage line was started in July 1931 between Salt Lake City and Price. Thus, Rolapp is conveniently located for transportation and communication with Salt Lake City and other State centers.

In 1913 this district attracted the attention of Mr. Frank Cameron, who had previously developed the Heiner property. The first work began in Rolapp with thirty-five men employed. Because of its location the camp was appropriately named Bear Canyon. As the population increased and the mine prospered, the camp was given the name of Cameron, in honor of Mr. Cameron. In 1917, Frank Cameron sold his interest to Henry H. Rolapp. Again the name of the camp was changed in honor of the new manager. The Royal Coal Company owned the property until 1930 when they sold their interests to the Spring Canyon Coal Company.

Rolapp is not incorporated and is, therefore, governed by the County. There are no parks, amusement halls, libraries or churches. All public meetings and gatherings are held in the school building. The population varies during the different times of the year. In the winter it is much greater because of the increase in the amount of work in the mine. One can readily see that the present output is not as great as it was in previous years, by comparing the population between the years 1913 to 1920, and the period of 1920 to 1930. In the first period there was an increase of 226 people, while in the latter - a longer period of time - there was an increase of only 129.

The capacity of the mine, when working full force, ranges from 1,000 to 1,200 tons per day. About forty-four men are employed in the mine and about thirteen employed outside. The following nationalities are represented in the town: American, Austrian, Italian, Greek, and Japanese. Most of the foreign-born people readily adapt themselves to American customs and habits of living. At the time when the mine was booming this was even more pronounced than it is today. At that time the people were more permanently settled because of the steady work. Realizing that this would be their home for several years they were more interested in m aking their homes comfortable and attractive. The recent decline in economic conditions has caused many residents to move to other localities.

HEINER

Heiner is located in the heart of the mountains at the mouth of Panther Canyon, on the Price River, and on the main line of the D. & R. G. Western Railroad, half way between Helper and Castle Gate. The elevation is 6023 feet. At present the population is 286 but this fluctuates from time to time depending upon the work available at the Panther coal mine, located a mile north of the village.

In 1911, Frank N. Cameron, a prominent coal mine operator of Carbon County began prospecting for coal in this region and was followed by John Crawford who later became the first mine Superintendent. His brother, A. J. Crawford, who enlisted in the U. S. Army during the World War, and who was the first Carbon County boy to die in service, was also interested in the development of the new coal field. Other early workers were: John Cavania, John Ceteria, Andrew Mininie, Joe Ricardi, Pete Milano, Ernest Juicia, and George Garavaglia.

Heiner was first called Panther because of its location in Panther Canyon, was later known as Carbon, and finally named Heiner in honor of the Vice-President of the Coal Company.

To open the Panther mine it was necessary to go through approximately eighty feet of burned outcrop before commercial coal was reached. Coal was first shipped from Heiner February 13, 1914, by the U. S. Fuel Company. On May 1, 1915, the mine

was leased to Frank Cameron and John Crawford. They began with a production of 100 tons of coal per day, and at the end of the lease, April 1, 1918, were producing 500 tons per day. At the expiration of the lease, the property reverted to the U.S. Fuel Company, which owned and operated mines at Hiawatha and Mohrland, Utah. The maximum output of the Panther mine was 700 tons daily, but has now decreased to less than 500 tons. At the present rate of production there is enough coal to last for a number of years.

In the beginning of the camp, tents were used until frame houses could be erected. It is now one of the best housed camps in the district.

School was first taught in 1914 in a small one-room building and was later removed to a two-room structure. In 1923 a modern brick building of four rooms was erected. It is the most pretentious building in camp. There is also a store and a postoffice for the convenience of the people, but no town organization, hence the laws are enforced by the camp deputy sheriff. Recreation is provided for the people by the school and the welfare association. Christmas is the most celebrated holiday of the year.

The population of the camp is quite cosmopolitan, consisting of Americans, Italians, Greeks, Austrians, Jugo-Slavs and Czecho-Slovakians. Old country habits and customs are quite prevalent and are most common at wedding feasts and on special holidays.

COLUMBIA

The town of Columbia is located approximately twenty-eight miles east of Price and three miles southeast of Sunnyside. It is a coal mining community and is the property of the Columbia Steel Company which is a subsidiary of the United States Steel Corporation. The mine is operated for the purpose of supplying coking coal to the company's by-product coking plant and blast furnaces, located at Ironton, near Provo, Utah.

Construction of the camp was started in 1922. A year later Thomas C. Harvey took charge as Superintendent of operations and through his efforts and foresight the mine and community have gradually improved until today it is one of the outstanding communities of the county. The present population approximates 650 people.

The first school at Columbia was held in a large tent with Mrs. Amanda Roberts as instructor. She taught eight grades with a total enrollment of forty-nine pupils. In the year 1925 a modern six-room brick building was erected, giving the town the best of school accommodations.

The latest type of coal mining equipment has been installed in the Columbia mine, making the production of 2,000 tons or more a day possible, depending upon demands. In 1930 the entire property was purchased by the U. S. Steel Corporation.

Columbia townsite consists of dwelling houses, all of modern construction, and in addition there are bunk-houses for the single employees. A store building, boarding house, confectionery, amusement hall and barber shop supply the community needs. All buildings are connected to a complete sewer system.

The community has been greatly improved since construction first started. Today there are many fine lawns, trees, and flowers, tennis court and swimming pool. One of the beauty spots of the camp is the rock garden belonging to Supt. Harvey. This is built in a picturesque setting on the side of a cliff near his home. At the foot of the garden is a small greenhouse where fine plants are kept during the winter months.

CASTLE GATE

The town of Castle Gate is situated on the Price River, well up on the eastern slope of the Wasatch Range. It is a mile below that famed wonder of natural sculpture, the "Castle Rock" from which the town takes its name; and is almost at the western end of a series of towering sandstone crags carved in fantastic images known as the Book Cliffs. At an elevation of 6,120 feet, but protected by steep slopes on either side, both summers and winters are comparatively mild and equable.

The location of Castle Gate is due to the fact that coal outcrops at a convenient height to be screened and loaded into railroad cars. The D. & R. G. Western Railroad was under construction from 1881 to 1885, and three years after its completion No. 1 mine was opened by the Pleasant Valley Coal Company, now the Utah Fuel Company, and has been in practically continuous operation since that time.

Many years before the west was settled Jedediah Smith, William Ashley, and Etienne Provost passed through Price Canyon and in all probability explored the region that is now known as Castle Gate. The explorations of these men are portrayed in an interesting manner in Neihardt's "Splendid Wayfaring" which is the story of Jedediah Smith and his comrades, the Ashley-Henry men, discoverers and explorers of the great central route from the Missouri River to the Pacific Ocean. Inasmuch as many of these explorers and early trappers passed through this section of the country it would be of interest to the student to read of their experiences as portrayed in this book.

This region was given its attractive name by sheepherders when they observed the striking similarity of the north entrance to the gate of a protected castle. They knew very little of the vast wealth underlying the surface except that here and there out-croppings of coal appeared. No development was thought of, however, until the D. & R. G. showed its faith in the region by establishing a narrow gauge railroad through this territory.

The Pleasant Valley Fuel Company, then operating a mine at Winter Quarters, desired to find a profitable coal bed near the main line of this new route. In 1910 they sent their chief engineer, Robert Forester, with a party of prospectors to explore this vicinity. The result of their exploration trip was the opening of No. 1 Mine.

The first settlers who resided here lived in box cars provided by the railroad. Some of the oldest residents were Harry World, R. S. Robertson, John Young, Thomas Reese, Charles Checketts, William Jones and John Platt. The first boy born in this settlement was Glen D. Reese, on November 11, 1890.

The first school was held in what is now house No. 47. Instruction was given by James B. Crandall who was the only teacher. Enrollment increased until the building was overcrowded and two years later in 1890, school was held in the L.D.S. Church building. The present structure was erected in 1920.

The first postmaster was Harry Nelson, who was also clerk of the Pleasant Valley Fuel Company. The first store was located just south of the present building, and the new structure was build by World and Robertson in 1890. These men also constructed the first tipple just prior to that time.

The opening of the coal field attracted eastern capitalists who acquired more coal land and changed the name of the corporation to the Utah Fuel Company. The output of metal ores of Utah created a demand for a high grade of coking coal. This call was not met by a poorer grade of coke which was being produced from the coal mine at Winter Quarters, therefore in 1889 coke ovens were built in lower Castle Gate and a better grade of coke was produced. The increasing demand for high grade stove coal mined from No. 1 mine and the knowledge of the large veins adjacent at Kenilworth, caused the Utah Fuel Company to develop another mine in Willow Creek Canyon. They were much disappointed, however, when they discovered that the vein was only four feet thick. However, the vein was opened and on the main haulage tunnel, two feet of roof was blasted down to give sufficient height for the economical operations of the mine. Later, a diamond drill hole was put down from the surface and just below this four foot vein, the twenty foot vein of coal was discovered. Connections between the two mines were made by driving a pair of rock tunnels. This prospect proved to be one of the greatest coal deposits known.

In 1922 No. 3 was opened. It is located on the main line of the D. & R. G. Western Railroad between Castle Gate and Rolapp and was the only shaft mine in the West until the mine at Salina Canyon was opened a few years ago.

Castle Gate was granted the petition for the incorporation of a town, March 4, 1914, and held its first meeting April 1, 1914. The following were the first officers: "President, Robert Williams; Trustees, Andrew Young, Edward Edwards, Levi Davis, William Edmond; Clerk, J. C. Snow; Treasurer, Alfred Thorpe; Marshall, J. F. Cory; Quarantine Physician, Dr. E. M. Nehr.

First among the social organizations must be placed the Castle Gate Welfare Association founded under the guardianship of the Utah Fuel Company and maintained by deductions from employees and the company. The association concerns itself with providing amusements, caring for the poor, and many other projects for the general welfare of the people. The L. D. S. Church and the Union Church care for the spiritual well-being of the community, as well as assisting in relief work.

The Amusement Hall was dedicated in 1918. In 1919, the $100,000.00 filter plant was put into operation. In 1920 the present attractive school house was finished and in 1924 the new building for convenient postal service was opened for public use.

One of the greatest coal mine disasters occurred in No. 2 mine at Willow Creek, about 8:30 on the morning of March 8, 1923. It was caused from the ignition of an accumulation of gas, which created an appalling dust explosion. This great calamity reached every part of the mine and caused instant death to 173 miners.

PEERLESS

The mining community of Peerless is located three miles west of Helper and was the first coal camp to be developed in the Spring Canyon district. The elevation is 6,000 feet.

In the year 1915, 440 acres of land high up on the cliffs above Helper were owned by a group of people from Ogden. This tract had either been overlooked or rejected by both the Spring Canyon Coal Company and the Utah Fuel Company as mining property. Since the owners did not wish to operate a mine they were anxious to secure a purchaser, but with the property so located on a point of the mountain, it was difficult to determine how far under cover the coal would be burned, a fact which impeded the sale. However, the Sweet brothers, Charles and Will, took option on the property and following development work sold it to the mining men, Thompson and Murdock, of Salt Lake City, Utah.

Development of the mine followed in rapid strides. A tramway was built to convey the coal from the steep mountain side to the tipple and coal shipments were started about 1917. During the boom years of the coal business, from 1917 to 1921, the coal produced from this mine paid for the project and cleared a bonded indebtedness of $400,000.00, and by 1920 the mine was free from any outstanding obligations.

The coal is now practically worked out and the company has opened a new mine in Price Canyon just above Rolapp. Robert Howard was the Superintendent of the new mine from first operations, until his death, and great credit is due him for the development of the new property.

The community of Peerless was comprised of about thirty houses, a store, an office, a post office, a very fine clubhouse for the officials of the company, and a school house, all being well occupied during the life of the camp. About 150 men were employed while the property was at its height of production.

NEW PEERLESS

The New Peerless mine was opened in 1930 by the Thompson brothers, sons of the original owner of the property. The property is on government lease and is located about a mile above Rolapp in the Price River Canyon, at an elevation of approximately 6,300 feet. Robert Howard was the first Superintendent.

There are two large veins of good-grade domestic coal underlying the property which was prospected by diamond drill before development work started. The outcrop of these veins is at Castle Gate, two miles below New Peerless, therefore the mine had to be opened by an incline driven through the rock. This incline is driven on a thirty degree pitch, encountering the upper vein at 1900 feet and the lower vein at 2300 feet.

A modern tipple is installed on the property and is capable of handling 2000 tons of coal per day. Owing to the general depression from the recent years, the property was closed down in 1931. The large body of coal and its proximity to the main line of the D. & R. G. Western Railroad assures a prosperous future for this community as soon as normal business conditions return.

SCOFIELD

The town of Scofield lies in the bituminous coal fields of Carbon County about 19 miles from the main line of the D. & R. G. Railroad with an elevation of 7,675 feet. Nestled among the hills that surround the upper part of Pleasant Valley, the town is completely isolated from the rest of Carbon County.

"Pleasant Valley is about six miles long and one mile wide, practically all of which is good wild hay land". The early settlers realized that the luxuriant growth of native grasses would make splendid pastures so by 1879 and 1880 immense herds of cattle roamed over the hills and valleys . The first settlers who were attracted by these immense ranges were: S. J. Harkness, T. H. Thomas, Williams Burrows, O. G. Kimball, D. D. Green, J. W. Metcalf, H. McKechency, and Joseph Castle. These pioneers had numerous friendly contacts with the Indians. Deer, wild fowl, and beaver were plentiful, while the streams offered excellent opportunities for fishing. The town was named in honor of General Scofield who owned a ranch in the vicinity and was an early timber contractor.

"Scofield has always been connected with the early history of coal mining in the State of Utah, and within a radius of three miles there are four mines which have been, or are now in operation. They are Winter Quarters, Utah Mine, Union Pacific Blue Seal, and Kinney."

Shortly after the coming of the settlers, coal was discovered. "The hidden treasures of the mountains were not long to lie hidden, and the discoverers soon found out that the supply was inexhaustible - that coal cropped out on every hand where veins were worked. The railway companies, finding that the coal fields were of such magnitude and covered much territory, began to survey for practical routes to reach the coal. The quiet atmosphere of the cattle men was turned into the bustle and activity that attends the opening of any new camp of this kind."

The population grew from the few pioneers to a prosperous community of about 800 inhabitants. In 1882 when the railroad was built to the valley, coal shipments began from Winter Quarters mine. The coal industry thrived and developed into a prosperous enterprise with little difficulty until May 1, 1900, when the Winter Quarters mine exploded taking as toll the lives of 199 men, many of whom were living in Scofield at the time. For a detailed report of the explosion see the article in the preceding pages of this history.

On March 15, 1893, a petition carrying one hundred names asking for town government, was filed and recorded in the county recorder's office at Castle Dale, Emery County. (The county of Carbon was not organized at that time.) When the petition was granted the following March, a Town Board was elected. A. H. Earll became the first President, with Messrs. Kimball, Wright, Lewis, and Krebs as trustees. M. P. Braffet was appointed town Clerk and Thomas Lloyd, town Marshal. School buildings were erected, an L.D.S. Ward organized, and the community prospered. Pleasant Valley was an attractive place for outings and many people from various parts of the state came here for summer recreation.

The first school was a two-room frame building which stood near the city hall and was replaced in 1901 by a nine-room brick building. The latter burned Dec. 18, 1927, which necessitated the holding of school in the church, the city hall, confectionery and the Madsen building. The trains passed within three feet of the latter building and often school was interrupted by a stranger or tramp who was very much surprised to meet the grins of the children who enjoyed the joke. The new building, to replace the one that had burned, was completed for the opening of school in the fall of 1928.

Usually winter prevails for at least six months of the year and one can generally depend upon sufficient snow for winter sports such as skiing, tabogganing, and sleigh riding. During the severe winter weather, when the roads are closed to the contact of the rest of the county, mail comes in on pack horses, sleds and at times has been brought on foot.

Scofield has no doubt seen the peak of its prosperity. The work in the mines has decreased, many houses and stores are boarded up, but in spite of all this, the community goes on, even though small. The nationalities represented are: Irish, Welch, English, Danish, Swedish, Scotch, Greek, Finns, Austrians, Italians, and Americans.

Pleasant Valley continues to be an ideal place for hunting and fishing.

KENILWORTH

The Kenilworth mining camp is known as one of the most attractive camps in Carbon County. It is situated in the west-central part of the county in the Wasatch mountains at an elevation of about 6,400 feet above sea-level. It is 120 miles southeast of Salt Lake City, three miles east of the Ocean to Ocean Highway, and the same distance from the Price river from which water is supplied. The population of the camp varies to some extent with the seasons, increasing in the winter when the mine works well.

In the early spring of 1904, Heber J. Stowell, a resident of Spring Glen was hunting horses in the mountains northeast of his home when he saw the large veins of outcropping coal. Stowell showed samples of this coal to W. H. Lawley, of Price, who was favorably impressed, and in 1905 these two men began prospecting. Money was scarce and the prospecting difficult until James Wade of Price and Fred Sweet of Salt Lake City became interested and financed the enterprise. Food and supplies for the prospectors were hauled from Price by Mr. Lawley, who states that while he was prospecting he lived in a tent which was pitched where the school house now stands. One night the tent fell in upon its occupants, because they had neglected to sweep the snow from the roof during the day.

Many hardships, as well as dangers, are encountered in prospecting. Mr. Lawley says, "I crept on my hands and knees to get at the coal, as the cliffs were straight up and down, above and below. One false move would have been certain death".

The first development work was done by Lawley and Stowell in Bull Hollow, on the northeast side of the mountains. This proved too difficult, so entry was made on the south side of the mountains where live coal was found on the surface. The south entrance was about half-way up the mountainside, making a sloping entrance to the mine. A very steep tramway led from the tunnel down the hill on the outside. This very steep tramway is not used at the present time due to the fact that a more accessible rock tunnel, which facilititates trackage, was driven in the floor of the vein. Some interesting stories are told about this steep incline. Many of the men, coming home from work would sit on a sled, a shovel or a board placed on the rails, and after a flying ride would reach the botton of the mountain.

As the work progressed, a track was laid between the new mine and the D. & R. G. Western Railroad at Helper, a distance of three miles. With completion of the line, coal was shipped out for market. The company soon became known as the "Independent" because it was the first independent coal company in the county of Carbon. An interesting reference of old-world history featured in the sdection of a name for the new camp. Three peaks rising above the camp reminded the prospectors of the three spires of the Kenilworth Castle in Scotland, so they named the new town "Kenilworth".

As the work continued and a greater field was opened up, more men were employed, among them Joseph Barboglio, a present resident of Helper, President of the Helper State bank, and one of the wealthiest men in Carbon County.

Stowell engineered and built the first road up to the camp, and water to supply the inhabitants was first hauled in barrels by wagon and team by Clarence Stowell, a son of Heber J. Stowell.

The first "dug-out" in Kenilworth was made by Heber J. Stowell on the northeast side. Everyone was not as fortunate as Stowell, however, for the mine was making such rapid progress that houses could not be erected immediately and many of the miners and their families were obliged to live in tents.

As soon as it was possible, the boarding houses were built. The fourth house east of the present hotel was one of the earliest, and while it was not large, it served its purpose by accommodating a few. Three apartment houses were built - one for the colored workmen, one for the Japanese, and one for the other workers. The Japanese boarding house still takes care of the people of that nationality, but the others have all served their purpose and are now used as family residences. The second house east of the boarding house was at one time used as sleeping quarters for the officials. This became known as the Cottage, a name which it still retains, although it has been used as a family residence for some years. At a later date the present hotel was built, and still later the annex, which makes up part of the hotel which is now known as one of the best in the county.

Across the street from the present school house a residential place was used for educational purposes until the present building was erected. In 1928 crowded conditions compelled the transportation of seventh and eighth grade children to Spring Glen where a new and modern building was furnished.

In 1907, a grocery store was built, with William H. Brooks as manager. There was also an Italian store located half a mile from Kenilworth, off company land, but everything else was owned by the company. About this time an amusement hall was erected where shows and dancing were enjoyed. Mr. Lawley directed and staged the first show given, entitled "Rube and His Ma". In February of 1926, the building was destroyed by fire and replaced the same year by a more modern structure consisting of a theatre, confectionery, library, dance hall, and pool rooms. Equipment for talking pictures was recently purchased, and the first talking picture was given December 13, 1930.

The Boy Scout hall was built by the Italians and used by them as a dance hall. Across the road from this now dilapidated building was a saloon, also owned by Italians but which was destroyed by fire in the fall of 1926. A Greek coffee house furnished pastime for some of the inhabitants until it was also destroyed by fire in 1929.

Improvements continued and the old practice of hauling water in barrds was abandoned when the present system was inaugurated. Water is now taken from the Price River, treated with chemicals at the pump station on the highway between Kenilworth and Helper, then pumped into two large tanks above town.

Roads, too, have been greatly improved from the first rough wagon trails. At first the road led directly from Price over a very steep hill known as Price Wood Hill. Another road led west of town to Helper. The present road leads out of camp between these two. This was greatly improved in 1930 when about a mile and a half, through Spring Glen, was surfaced with asphalt.

In 1926, a new and more convenient railroad from Helper to the mine, was constructed to replace the one which passed through the main part of town, and which eliminated the dangers of the old steep grade. To make trackage conditions better and to accommodate a growing market, the second tipple was built in 1927, and a third one built in 1931. The latter tipple is known as the largest coal mining tipple west of the Mississippi River. On busy days all the tipples are kept busy loading railroad cars for shipment.

In 1926 the streets of Kenilworth were improved with cement sidewalks and curbs along the entire length of Kenilworth avenue. Trees, which were planted 19 years ago by John Blackham, Sr., lawn and flowers, all help to make the place very attractive. Tennis courts, a splendid hospital, opportunities for church, all contribute to the happiness and welfare of the people.

All of the people of Kenilworth cooperate to make the community a pleasant place in which to live. Of the present workmen a great number of them are of foreign birth - Greeks, Austrians, Hungarians, Japanese, Italians, and Germans are among the leading groups. These people, for the most part, are very willing to enter into the American ways of living. Schools, churches, and civic organizations, are gradually Americanizing these foreign-born groups. The change, however, cannot be remedied readily. The growing generation, which is more Americanized, must effect the change.

WELLINGTON

Wellington, one of the few farming communities of Carbon County, is situated on the Price River six miles southeast of Price. It is conveniently located on the Pike's Peak Ocean-to-Ocean Highway and on the main line of the D. & R. G. W. Railroad.

During the autumn of 1879, Jefferson Tidwell, and his son William Tidwell, and William Averett (Everette) of Mt. Pleasant arrived in Castle Dale by way of Cottonwood Creek. Here they met Orange Seeley, who advised them to go to White River (now Price River) and explore that section of country. Upon their arrival at Price River, they met James Bean of Provo, who endeavored to discourage them by saying that the river was dry part of the time, that frost came early and that the wind blew severely. However, they explored until their supplies were exhausted. The first permanent settlers came to Wellington in 1882, among them were William Barney, Arthur Barney, Thomas Zundel, Robert Snyder, Montis Reids, two families of Fausetts, Brigham Grundvig, and his son, Severne Grundvig. The mother of the boy was stolen by the Indians during the long journey across the plains.

These people, with the spirit of adventure, which is pronounced in most pioneers, came to this region desirous of building homes where land was cheap and feed was ample for their livestock. The first homes were built along the river but gradually the boundaries of the settlement extended as irrigation projects were initiated and more land was made available for use. Canals were built and finally the land on both sides of the river for many miles was placed under cultivation. Wellington now receives its water for irrigation purposes from the conservation water project connected with the Scofield Dam. For details of the project, see article on Irrigation Projects. Drinking water at first was hauled in from a distance of ten to fifteen miles, filtered and stored in barrels, but in recent years it has been piped from the spring at Colton which also supplies Price with water for culinary purposes.

In the early days there were many animals such as the bear, cougar, wild cat, wolf and coyote which preyed upon the cattle, sheep and horses, making it necessary for settlers to guard their livestock. At night the howling wolves from the hilltops would give signal of approaching danger and the guards were often awakened from sleep to protect their cattle. These sturdy pioneers faced blizzards, deep snows, and starvation, but nevertheless in spite of all this, they struggled on until the future for the place was assured.

The settlement was named for Wellington Seeley, an uncle to the Tidwell boys who live in Wellington at the present time. In 1885 an L.D.W. ward was organized.

The growth of Wellington is due to increased supply of water which has made it possible to farm greater areas. The increased number of mining towns in the vicinity provide the farmers with a ready market for their produce. The population of Wellington is now 546.

Immediately after settling here, the necessity of educational advantages was considered and school was held in a stockade on the southside of the river on the

Thomas Zundel farm with William D. Tidwell as instructor. During the summer of 1889 the stockade burned but school continued, although it was necessary to convene in W. A. Thayn's orchard, northwest of the present school building, and in a log cabin on Robert Snyder's property. This cabin now belongs to the Daughters of the Pioneers and has been moved to the L.D.S. church grounds.

The process of education of the younger generation seemed somewhat of a migratory nature. After one year's session in the new ward house, one room was built for school purposes only, and in 1895 two more rooms were added. This structure, which stood across the street south of the ward house, was dispensed with in 1911 when an eight-room building was erected on a hill overlooking the town. In August 1929, this building was partially burned and could not be used. The school again took refuge in the L.D.S. church for one year and a half until the completion of the present modern building in December 1930.

Nearly all of the present inhabitants of Wellington are decendants of the Northern European peoples.

THE GORDON CREEK DISTRICT

In the Gordon Creek District there are five mines: National, Consumers, Sweets, Great Western, and Gordon Creek. The first three are active. The latter two have never been mining camps although they have, in the past, produced coal. At present, they are not operating. Inasmuch as the three camps are closely located, the social, educational, and religious activities are centered at Consumers, the largest of the three.

NATIONAL

National is located in the north fork of Gordon Creek, eighteen miles from Price and is next door to the town of Consumers. In 1908 an engineer, named Williamson, purchased coal land from the government and started prospecting. However, very little was accomplished until 1921 when Fred Sweet took over the property and organized the National Coal Company.

CONSUMERS

Consumers is located in the north fork of Gordon Creek eighteen miles northwest of Price. The elevation is 7600 feet and the present population 475. Years ago, this section of the country was unsettled government property traversed by timber and cattle men, who, intent on their affairs, had little thought of the changes which were to take place in the future, and had no realization of the wealth hidden in the mountains.

In 1920, A. E. Gibson, Superintendent of the Spring Canyon Coal mine, and noted for his excellence in prospecting, saw the possibilities in the Consumers hills. He obtained an analysis of the coal in the district and found that it contained 49% fixed carbon, 44% volatile matter, 3% ash, 3.5% moisture, and .5% sulphur. He began prospecting during the winter of 1921, suffering many hardships, but even the bitter cold and lack of food failed to daunt his purpose. The following spring he located a nine-foot vein of coal but had no way of starting development because the roads were snow-drifted and almost impassable. Alone, he continued prospecting until he was certain of the worth of his findings. Later he hired men to assist him and in spite of crude implements, scant food and shelter, during the winter of 1922, they succeeded in mining 34 carloads of coal, which were hauled in wagons over poor roads to Wild Cat Switch, where they were shipped to prospective stock-holders.

About this time Donald E. Jenkins and J. Tracy Wootton of Salt Lake City, became interested, bought stock amounting to $100,000.00 and organized the Consumers Mutual Coal Company. Mr. Jenkins, the largest stockholder, automatically became the President of the Company, and Mr. Gibson became Vice-President, with Wootton acting as Secretary and Treasurer.

During the next few years rapid progress was made. Immediate preparations for the building of a railroad were started and the road was completed in 1925, extending as far as the fork leading to the Sweet's Mine. It became necessary to build a bridge across the canyon for the tracks, but funds were lacking and work was delayed one year. Work was resumed when Mr. Raddits bought controlling interest in the company. From that time on, work on the railroad progressed rapidly.

Although dwelling places were only tents, the men brought their families and proceeded to make the camp livable. Mrs. Zina Cowley was the first woman to settle in the new town. In a few months there was a thrifty, busy group of miners in the heart of the mountains. The problem of education arose and in 1924 Miss Mae Mathis, and Miss Irene Coats were hired as teachers. Their places of instruction - a tent

and a shack - were no examples of modernism. The school continued in this make-shift way that year until the tent was replaced by another shack. Due to the increased enrollment from National camp, another room was built. The three one-room buildings were replaced in 1931 by a new modern four-room school. A regilious organization began serious work in 1928 and has continued to keep the people interested in the L.D. S. activities.

In the past ten years the tents have been replaced by modern apartment houses and waterproof buildings. The first permanent structure was owned by Jot Alger and is still used as a boarding house.

The new coal company changed the name of the town from Gibson to Consumers as all consumers of coal were mutually interested. The name of the coal company has since been changed from Consumers Mutual Coal Company to the Blue Blaze Coal Company, a title typifying the quality of the coal, as suggested by Mr. Gibson. The canyon has been transformed from a quiet timber section into a bustling, thriving coal camp, teeming with ambitious citizens.

SUNNYSIDE

Sunnyside is located in the eastern part of the Book Cliff mountains at the mouth of Whitmore Canyon, twenty-eight miles southeast of Price. The elevation is 6,716 feet. The total population is approximately 625.

The first settlers in Sunnyside were three brothers - John, Jeff, and William Tidwell, cattle men from Wellington, who discovered coal in this vicinity about the year 1898. A short time later Robert Forrester came as a representative of the Utah Fuel Company, and purchased, for the sum of $250.00, the land now owned by the Coal Company. Mr. Forrester took a sample of the coal to Castle Gate, where coke ovens were in operation and found it proved highly satisfactory for coking purposes. In 1898 work in Sunnyside Mine No. 1, began which brought more settlers from Castle Valley and Wellington. Among them were Samuel Naylor and Samuel Dugmore. Mr. Naybr had charge of the laying of the railroad from Mounds to Sunnyside, which was completed November 19, 1899.

On November 20, 1899, Sunnyside precinct was cut off the east end of Wellington precinct and a new school district created. A four-room frame school building was erected and stood until 1905 when it was destroyed by fire. An eight-room rock building was erected which burned in 1925, when the present junior high building was constructed.

The early settlers lived in tents until the company had houses built. The first dwellings were one and one-half stories high, made of lumber and compo-board. Later four room houses were built, and the last houses erected by the company were of rock construction.

The first settlers encountered many thrilling experiences with bears, and lions, but their greatest problem seemed to be the water situation. Whitmore Creek, or Grassy Trail Creek, runs through Sunnyside, but owing to a disagreement it was necessary for the Utah Fuel Company to install a pump and pipeline to secure water for culinary purposes from Range Creek, a distance of approximately seven miles. This pump was installed in 1906 after the water right had been purchased from Preston Nutter. At that time a steam boiler was used to supply power for the pumps. The electric power line was later extended over to Range Creek and in 1920 the two large electric pumps were installed.

Sunnyside received its name from Verdi, Utah. In 1898 Verdi was called Sunnyside, but when this new camp opened up they transferred the name of Sunnyside to the new place and renamed old Sunnyside, Verdi.

For several years Sunnyside remained related very closely to Castle Gate. When Sunnyside mine was first opened, all coal was sent to Castle Gate coke ovens to be coked, until the year 1902-03 when 480 coke ovens were built at Sunnyside. The first shipment of coke from the Sunnyside ovens was made on April 1, 1902. In the year 1912 an additional 170 coke ovens were built; two years later saw the addition of 74 more ovens and in 1917, 89 more were completed. In 1905 all coke ovens at Castle Gate were abandoned and coke was made exclusively at Sunnyside until the year 1929.

The growth of Sunnyside was rapid due to the fine coking qualities of the coal. The population grew from 200 to 2700 in 1929. After that year it decreased until at the present time there are less than 500 people there. Today, what was once the largest camp in Carbon County is filled with empty, boarded-up houses.

During the first years of operation the demand for the high-grade Sunnyside coke was so great that shortly after the oponing of the first mine a second mine was opened. During the peak of business the two mines were producing from 5,000 to 5550 tons per day. During February, 1924, the demand for coke decreased, due to products other than coke being used for smelting purposes. As a result No. 2 mine was finally abandoned. The present coal output from No. 1, is 500 tons per day. Of the total number of 819 coke ovens at the camp, only six are in use at this time.

During the prosperous years the Utah Fuel Company had as high as 1,200 men on their pay rolls. For many years Sunnyside had the distinction of working more days in the year than any other coal mine in the United States. It also had the reputation throughout the many years of activity of having fewer accidents for the number of men employed than any mine in the state. Sunnyside mines have never had an explosion of any consequence; however, ten years ago a disastrous fire occurred in Mine No. 2. Men were equipped with oxygen helmets and worked for months to extinguish the fire. For this dangerous work the helmet men were paid $15.00 a day and expenses. It is estimated that the conflagration cost the company over $1,000,000.00.

Sunnyside was incorporated in 1916 with W. N. Wetzel as Mayor; A. D. Hadley, J. M. Slapp, Samuel Dugmore, as trustees; J. C. Moore, town Clerk; E. V. Tucker, constable; Nils Nelson, Treasurer; W. J. Emigholz, Justice of Peace, and Dr. A. W. Dowd physician.

The present officials of the town are as follows: Horace Naylor, Mayor; John James, A. E. Hopkinson and James Peacock, counselors; and Fred Jones, Clerk.

At present there are many foreigners residing at Sunnyside, most of them having adopted American ways, however. There are a few who retain some of their quaint old country customs, such as wrapping the new-born babes in long strips of cloth for fear their bones will not grow straight. Many of the women-folk were accustomed to depend upon their handiwork for their hosiery and other needs. Most of them have since fallen into the modern manner of procuring such articles at the stores.

SPRING GLEN

Spring Glen, located along the fertile Price River Valley, two miles south of Helper, is known as the "Garden Spot of Carbon County". Its proximity to many of the coal mines enables numerous mine workers to own their own homes and garden plots and drive to and from their work.

The first settler of Spring Glen was J. G. Gay, a bachelor who came from Spanish Fork during the winter of 1779. He was attracted by the fertility of the Price River land and located on the west side of the stream, opposite the present townsite of Spring Glen. Two other bachelors, who followed and settled as near neighbors, were Omer Brimhall and Andrew Simmons. The family of Parley P. Pratt came later. Mr. Brimhall sold his claim to F. M. Ewell in 1882. The coming of other settlers required a hall for meetings,and the first school which was held in 1883, was taught by Mrs. Sarah Ewell. Religious classes were held in the same year.

By 1886 there were enough settlers to seriously consider building a town and taking up bench lands, a procedure which would require an expensive canal. In December, 1886, the following settlers met and took legal measures to organize a canal company under the territorial statutes: F. M. Ewell, T. Pratt, H. J. Stowell, Andrew J. Simons, H. Southworth, Jans Hansen, W. H. Babcock, and others. On January 22, 1887, the company was organized and work commenced on the canal, which continues to serve the farming community.

Much of the activity of the community was carried on in a church capacity. The building of the Spring Glen canal was supervised by the church leaders. The canal was finally completed and water carried to the land in April, 1893.

The town was named Spring Glen and a committee chosen to arrange for a building for meeting and school purposes. In 1886 a dramatic company was formed, and performances given in Spring Glen and Price. School was taught in Ewell's hall by T. Pratt and John Biglow. The meeting house was completed in 1888. The same year a group of citizens made preparations to lay out Spring Glen townsite. T. Pratt was elected secretary of the meeting and H. J. Stowell chairman. It was voted that the town should be four blocks north and south and three blocks east and west. T. Pratt, Edward Davis, and H. J. Stowell were elected to survey the townsite. The land was secured for the city lots for $10.00 per lot, including the streets.

An attempt was made to have a postoffice on February 20, 1888, which failed because the R. R. Company objected to stopping trains at that point. John Biglow

was chosen postmaster. During the years 1888-1889 the settlement was engaged with the tunnel and the meeting house. The ward was organized November 24, 1889, and H. J. Stowell chosen bishop. The counselors were Edwin Fulmer and A. J. Simons with T. Pratt ward clerk.

In 1889, John F. Rowley, an expert charcoal burner in the employ of the S.S. Jones Company of Spanish Fork Canyon, came to Spring Glen to investigate the possibilities of a charcoal business. Finding conditions favorable he built a set of charcoal kilns near the Blue Cut. At that time the narrow gauge railway, which runs through the Blue Cut, had been changed to a standard gauge, but it was equipped with a third rail so the narrow gauge cars could still be used when desired. The charcoal business proved profitable and many men were given employment, cutting and hauling wood and tending the kilns. The next year, another set of six kilns was built on the Andrew Simmons homestead, within the Spring Glen precinct. The mercantile business established was called the Blue Cut Charcoal Company, in connection with the charcoal business. The manufacture of charcoal continued for about fifteen years and proved to be of much benefit to the community financially.

Edwin D. Fullmer was made bishop of the ward in 1893. It was under his supervision that the public square was fenced and planted in trees. Other elders of the L.D.S. church to serve in the capacity of civic leaders were Thomas Rhodes, J.N. Miller, John T. Rowley, and in 1920 Silas Rowley was chosen and holds the position at the present time.

A new school building was erected in 1904. It consisted of a two-room building constructed of brick made locally, arranged in such a manner that the partition could be moved and the building used for school and community purposes. When this building became inadequate in 1912 another two-room building and auditorium was added. In 1927 the older of the two buildings was removed to make place for an extensive new addition, which serves as grade and junior high school for Spring Glen and Kenilworth.

The population of Spring Glen has shown a steady growth and at the present time approximately 800 people have their homes there.

SPRING CANYON

The existence of coal in the Spring Canyon district, four miles northwest of Helper, was known to the people of this county many years before the vein of coal was opened for commercial operations.

Coal was hauled by wagons and teams from an opening on the side of the mountain opposite the houses in the upper town and from a seam at the head of Sheya's canyon, now known as Magazine canyon, but it was not until the summer of 1912, that the property - 1600 acres in all, including coal land and townsite - was acquired by Uncle Jesse Knight of Provo. George a Storrs, an associate of Mr. Knight, directed prospecting in the district where it was known that two workable seams of coal existed. In September, 1912, A. E. Gibson was employed as Superintendent, and definite plans formulated for the laying out and operating of the mine and for the construction of a railroad from Helper. A branch line of the railroad was layed out by the Knight interests.

Contrary to the usual custom of starting a camp, 60 modern rock houses were constructed for the use of employees, before operation of the mines began. The town was called Storrs, after General manager Geo. A. Storrs, and went by this name until about four years ago when it was changed to Spring Canyon.

A double tent was used for school purposes during the first year, with B.H. Stringham the first principal and Valera Fillmore and Gladys Robinson the first teachers. In 1914 a substantial school building and meeting house were completed and the camp rapidly grew in proportion. As this was the first coal mine opened in the Spring Canyon section, providing the first school and church buildings, people from other new camps came to avail themselves of these privileges until their own camps could provide such accommodations. Among the first families to make their homes in Spring Canyon, and who are still employed by the company, were the Bennets, who came in 1913; the Cowleys who followed in March, and the Fletchers, who came in May of the same year.

Before the tramway was completed, several cars of coal hauled from the mine in wagons were shipped, but it was not until February 1913 that actual operations began on a large scale. By this time the main line of the D. & R. G. W. Railroad was sufficiently completed to handle coal shipments and during the summer of that year development work was pushed so rapidly the mine was in a position to ship 1000 tons daily by fall. Coal was conveyed from the mine to the tipple by means of

an aerial tramway. The volume of coal hauled by this method was insufficient and in April, 1919, the present surface tramway was completed and put into service. Geo. A. Murphy, present Superintendent, took charge of operations at this time.

Two mines were opened; the one on the lower vein was called No. 1 and the one on the upper vein was known as No. 3. There was a small vein between these two large veins which has not been worked in a commercial way, although over 500 feet were driven in the coal in the hopes it would widen, but when the thickness remained at four feet, work was stopped as coal which is not high enough to be worked with a horse or mule is at a disadvantage in this coal region, where most of the mines are operating in coal which is from seven to twenty feet high.

This mine has a large reserve of coal in No. 3 vein which will last for many years. The No. 3 mine is on the same vein as the Castle Gate No. 1, or "A" s eam, which extends laterally for many miles. The No. 1 mine is on what is known as the "Sub" seam. This seam does not extend northeasterly to Castle Gate, but extends in a westerly direction and in addition to being worked at Spring Canyon is worked at Standardville and in the Gordon Creek district.

The chemical anaylsis of the coal shows about 48% fixed carbon, 42% volatile, 4.50% moisture, 5% ash and .5% sulphur. The veins are 185 feet apart, thus the lower vein has just that much more covering than the upper vein, and theoretically is a harder coal and better for storage purposes.

The first railroad to be built on the property was the D. & R. G. Western. In 1920, the Utah Railway built their road up Spring Canyon as far as Standardville, enabling the two mines, Spring Canyon and Standardville, to be serviced by two railroads which is a great improvement as the railroad service is a very important factor in the operation of a coal mine.

During the World War there was a great demand for coal and the mine and equipment was developed continuously until Spring Canyon was producing 3,000 or more tons per day. Modern equipment was installed as fast as it was demonstrated to be economical and it was not long until the mine was equipped with 100% electrical equipment and not a horse was used underground.

Spring Canyon, the oldest property in the Spring Canyon district, has produced up to the close of 1929, a total of 5,963,679 tons of coal. During the year 1929 an average of 380 men were employed. The average daily production was 1967 tons with a total for the year of 4 92,755 tons and a pay roll of $733,064.00. Coal was produced by eight mines in the Spring Canyon district operating within a radius of two miles, totaling 1,531,364 tons during the year 1929. The total output for the State for the same year (practically all from Carbon County) was 5 ,102,458 tons. In addition to supplying Utah markets the Spring Canyon coal is shipped to Idaho, Nevada, California, and the Pacific Northwest.

The population at Spring Canyon, during the winter months, when production is greatest, is approximately 1200. The majority are Americans, but there are also a number of other nationalities including Italian, Austrian, Greek, Japanese, and other European races.

KIZ

Clark's Valley (Kiz) is a broad fertile valley extending from Sunnyside on the East to the borders of Soldier Canyon on the West. It slopes southward six miles to the highway, forming one of the largest level tracts of land in Carbon County, and it is here that the farming and ranching community of Kiz is located.

The soil is deep and fertile, having been washed from the mountains by floods which have spread out over the valley floor. It varies in depth from two to fifteen feet.

Just who the first settlers were, no one seems to know. It appears that a man named Clark, owned a ranch here, which was well-stocked with cattle and horses. There were houses, stables, granaries, and a blacksmith shop on the place, and it is said that the ranch was sold at one time for $75,000.00. This was before the year 1898. In 1898 a man by the name of Fausett owned the ranch and had it stocked with a large number of horses. A few years later it appears there was a drouth and the ranch was abandoned. The houses and buildings fell into decay and brush again grew up in the cultivated fields.

In June, 1906, Orson Dimick and John Higginson came into the valley and settled on the abandoned ranch. They were later joined by Nephi O. Perkins and Ephraim Dimick, Orson's father, his wife, Kiziah and others. As the country was

not yet surveyed they had only squatters' rights to the land. Gratien Etchebarne came to the valley in 1910. He owned a large herd of sheep and wanted a ranch for his headquarters. He was the first man in the valley to file on his claim, in 1916. He was very enthusiastic about the future of the valley and spent more money for development purposes than any other person.

A little work was done on the present reservoir in 1910, but work did not begin in earnest until George Mead came in July, 1914. In 1916, Francis Dimick came to the valley to homestead, and several years later Lafe M. Norton and his family came to make their home. The Workman, Babcock, and Asay families also moved to Kiz.

Through the efforts of Mr. Norton and Mr. Etchebarne school was established in the fall of 1924. The first school house was an old log granary with a dirt roof and the owner was Mr. Etchebarne. Mrs. Mary Tidwll, of Wellington, was employed as the first teacher at a salary of $40.00 per month in cash and board and room for her and her husband. The school district paid $25.00 of this salary, and the remainder was paid by Mr. Norton and Mr. Etchebarne. As the roof of the granary leaked, the school was moved to Mr. Dimick's granary. When the teacher became discouraged and resigned, Vivian Norton - an eighth grade student - was permitted to finish teaching for the school term. School was next held in a loghouse owned by Lew Workman. By Spring there were 17 children enrolled. The teacher was paid by the transportation allowance for each child.

By the time school started again, Mr. Etchebarne had completed the building where school is now held and an experienced teacher, Mrs. Elsie Huntsman was employed. A short time later, Mrs. Huntsman met a tragic death by drowning when the car in which she was riding enroute to Price, overturned in the bottom of the wash.

The people had many thrilling experiences during these times. Once a drunken Mexican held the whole Norton family prisoners at the point of a gun for several hours until Mrs. Norton persuaded him to go home for his supper. When he left they sent for Help. Jake and Lew Workman came to relieve Mr. Norton in the watch for the Mexican. While Mr. Norton warmed himself in the house Jake sighted the Mexican creeping stealthily upon the tent from behind, with a loaded revolver in his hand. He fired and shattered the Mexican's arm, the bullet penetrating his side. He was taken to Price for treatment and later ordered out of the county by the sheriff.

Until 1926 the people had to go to Price or Wellington for their mail. At this time there were quite a number of people residing in Kiz and they were granted a request for a postoffice. In selecting a suitable name Mr. Mead proposed the name of Kiz, in honor of Kiziah Dimick, the pioneer woman of Clark's Valley, who was always known as "Aunt Kiz". The name was submitted and accepted. The first mail left the Kiz postoffice November 2, with George Mead as postmaster. And thus the community of Kiz came into being.

LATUDA

Latuda, a coal mining community, is located about seven miles west of the mouth of Spring Canyon, at an elevation of 6,700 feet. Among the first to prospect in Latuda were Frank Gentry, who lived here until his death in 1928; George Schultz, S. N. Marchetti, and Gus Goddart. Mr. Cameron and Mr. Latuda organized the coal company in 1917, with Mr. Schultz as Superintendent of the mine, which position he continues to hold. In the same year S. N. Marchetti and family came to the camp for the purpose of building a store. Since Mr. Marchetti's death in 1929, his wife has conducted the mercantile business.

At first there were only two or three houses, the remainder of the employees living in tents until January, 1918, when twenty new houses were completed.

Liberty mine was the name by which the camp was known until the postoffice was built and the community was then renamed Latuda, honoring the Mine Superintendent, Frank Latuda.

The mining town showed a steady progress from the time of the first shipment of coal from a temporary tipple in January, 1918. In 1920 the mine office was built of native stone and in 1922 thirty-five more homes were built to meet the housing demands of the miners.

The output of coal showed a steady increase from the year 1922. For a time a thousand tons of coal were taken from the mine as a daily capacity, but with the erection of the new tipple in 1928 the capacity increased to fifteen hundred tons daily. The total output of the Latuda mine from 1927 to 1931 has been over two million, two hundred seventy-five thousand tons.

Based on solid hard rock, the seam of Liberty coal varies from six to nine feet and is topped by a seventy-foot stratum of rock, which is so close grained that it appears almost like cement. For a "soft" coal it is one of the hardest in e.i t-ence. Because of the natural rock roof, the Latuda mine is considered one of the safest in the State.

Nestling at the junction of several mountain canyons, the camp is in a pretty site. The chief disadvantage is the water problem. Culinary water is hauled from Helper, although spring water is piped through the mine into the camp.

A new school building was erected of native stone in 1921. Prior to that time one of the homes was converted into school rooms and was also used for all entertainments and social functions.

On February 16, 1927, Latuda was the victim of a series of disastrous snow-slides. The first slide occurred at the check cabin, near the mouth of the mine, catching the mine foreman, Gus Goodart, just as he entered the cabin. He was buried under twenty feet of snow and ice and killed instantly. He had been in the employ of the company since its organization in 1918, and was considered one of the most capable mining men in the district. An hour or so later the second slide swooped down the canyon, wiping out a row of houses in the town and killing the barn boss, Moroni Mower. Mr. Mower was engaged at the time in the hazardous task of moving furniture and in other ways assisting families to move from their homes, which were considered in danger of the slide. Others were buried in the snow but were not seriously injured. Nearly a mile of railroad track was covered with snow and debris, a condition which tied up the rail service for four days.

The population of Latuda fluctuates from two to four hundred. During the summer many of the miners leave on vacations or to work on farms. Most of the population consists of American, Italian, Welsh, German, Serbian, Scotch, Australian, Finlanders, and Japanese, the latter being found in a separate colony.

The present town officers include Constable Paul Veillard and Justice of the Peace, Clarence Reid. The camp is located in Precinct #556.

STANDARDVILLE

Standardville, model coal camp of Carbon County, is located in Spring Canyon, five miles northwest of Helper. Its early history dates back to 1912 when Mr. F.A. Sweet, prominent Utah coal man and railroad builder opened up a rich seam of coal on the mountain side about a quarter of a mile north of the present camp site. In 1914 about two hundred tons of coal were mined daily. This output increased to 1000 tons the following year. During the present year (1932) more than 2,000 tons daily went over the modern steel tipple which was erected in 1929.

As the coal tonnage increased, more men were employed and additional houses required. Although the housing problem presented many difficulties, wise planning on the part of the mine officials, made Standardville one of the most modern camps in Utah. It became a pattern for other coal camps and thus received its name, Standardville. Today it has steam-heated apartments, a hospital, a general merchandise store, butcher shop, postoffice, barber shop, recreation hall, tennis courts, and modern dwellings.

The population of Standardville, like all coal camps, fluctuates with the demand for coal, increasing during the fall and winter months when coal production is greatest. Approximately 545 people live in the camp. The school census lists over 200 pupils. A public school, where grades one to six are taught, is centrally located. Four teachers are employed to teach the pupils who attend the school. The 7th, 8th, and 9th grade students attend the junior high school at Latuda, a camp one mile northwest of Standardville. High school students are transported by bus to the Carbon High School, at Price, twelve miles distant.

Standardville is connected by railroad and good highways with all Carbon County towns. An asphalt and macadamized road connects the camp with Helper. Both the Utah Coal Route and the D. & R. G. W. Railroads transport coal to the market. A stage line gives daily service between this camp and Helper. Standardville's future will depend upon the future of the coal industry of Utah. Its location, fine quality of coal mined, and the splendid type of people who make the camp their home, assure a bright outlook.

As all coal mining communities, Standardville has a few foreigners. Japanese, Grecks, Italians, Mexicans, Finns and Austrians are the principal foreign nationalities represented. These people readily adapt American manners, customs, and habits.

WATTIS

Wattis is located in a cove in the mountains in the southeasterly part of Carbon County about twenty miles from Price. High mountains extend on the north, west, and south of the camp while the east opening permits an excellent view of the valley below. The elevation of Wattis is approximately 7,500 feet. The population varies according to the demand for labor but at the present time it is 249.

In 1916, the Wattis brothers and Mr. Browning, of Ogden, bought 160 acres of coal land from the United States and in 1916 began operating a mine. Shipment of coal began in the autumn of 1917 when the railroad to the camp was completed.

Early in the spring of 1918, the permanent camp was built where it is today and called Wattis, for the Wattis brothers of Ogden. The organization was named the Wattis Fuel Company, for the president, W. H. Wattis. In 1919 this property merged with the Lion Coal Company.

The company built all the homes, bunk houses, Japanese camp, and expended much money on improvements. The main office is in Ogden where the General Manager has his headquarters. He directs all the company's mines in Utah and Wyoming with superintendents in charge of each mine and camp. There is also a mine foreman, who runs the mine, an outside foreman who operates the tipple, a master mechanic, who superintends the machinery, a company doctor, store manager, mine clerk, night watchman, and at least 150 men who spend their time mining coal.

The mine at Wattis is located on the side of the western mountains to which the miners are taken in tram cars to their daily work. They represent various nationalities - Italian, Greek, Japanese, Scotch, German, and American. Due to the uncertainty of work, the larger percent of the inhabitants are transient.

Source of information - Mrs. A. M. Dwight and Cortland T. Krams.

COAL CITY

Coal City lies nine miles due west of Helper. It is a mining community of 70 inhabitants, bounded on the west by the Gentry mountains. Gordon Creek runs through the town. The elevation is 6,800 feet.

The present site of Coal City was first settled by Alfred Grames who came in 1885 for agricultural purposes. He was also a squatter and trapper. Others to settle in the district a short time later were Wesley Gentry, William Warren, Victor Rambeau, Joe Noujuier, and Joe Vacher, all sheepmen and farmers. The place was known as Oak Spring Bench at that time. Later Noe and Edwarde Aubert came and also Shekra Sheye and Nedje Sheye. These men were prospectors and also dealt in real estate. By this time the section was referred to as Cedar Mesa Farm.

On August 6, 1921, a petition was presented to the County Commissioners to approve and establish the townsite called "The Great Western". The petition was granted, the townsite layed off and named "Coal City" for the coal industry. A year later the Andreini's store (then known as the Andreini and Colzani building) was built and used as an office for the "Great Western" until 1925 when the mercantile business was started by Eugene Andreni.

During 1923, Jack Dempse , then the world's heavyweight champion, came to Coal City to train, and during this time the town was frequently referred to as "Coal City with a punch behind it".

The National railroad was built to the town during 1923 and 1924, years known as the construction period. The railroad also extended to other mines of the Gordon Creek District. Farming continued to progress during these years. The first school was held for one month in a log cabin in 1925 with Mrs. Henry Snydergaard as teacher. There were 24 pupils. At this time Coal City was a city of tents. Late in the same year J. M. Miller built the new cement-block school house and school opened in January, 1926. Two other block houses were also built by Mr. Miller.

A Year later the Coal City store and bakery were built. The bakery supplies baked goods to the entire Gordon Creek district. Additional houses were built during this time, and growth continued as mining developed.

In 1926, H. J. Fisher was elected Justice of Peace, and Robert Mack, Constable of Coal City. The townsite has been layed off in an attractive manner and offers possibilities to the miner for his own home and garden plot. Electricity and an ample water supply is also available. The people now residing at Coal City are mostly of foreign nationalities, miners by occupation.

RAINS AND MUTUAL

Rains precinct, including Mutual, is located at the upper end of Spring Canyon, seven miles west of Helper at an altitude of 7,000 feet above sea leval.

The precinct of Rains has had several different operators within the history of its development. In 1915, L. F. Rains succeeded in interesting P. J. Quealy, a coal operator from Wyoming, in the coal lands just west of Standardville. The land was purchased from the government and the Carbon Fuel Company organized with Mr. Rains as president. It is interesting to note that Mr. Rains was formerly a grand opera singer, until he was attracted to the coal mining business in which he has since made a marked success. In 1913-14 he was general manager for the Standard Coal Company and prior to that time had gained experience selling coal in California.

The new mining community was named Rains. Little development work was necessary on the property and the first load of coal was shipped in November, 1915. Some 60 houses were built for the employees and their families, together with a school building, boarding house, and store. While the mine was at the peak of operation there were about 200 men employed and daily production of coal averaged from 1200 to 1500 tons. The coal seam was about 18 feet thick and of good quality. The mine was operated continuously until March 1930, at which time it was closed down and has not been re-opened.

Other mining activities in the Rains precinct are given here in order of their development: Morton No. 1 mine was opened in the fall of 1917 by Thomas Lamph; Thompson Rains wagon mine was opened in the fall of 1917 by Thompson Rains; Morton No. 2 mine was opened in the fall of 1918 by Walter Dake; Annis and DeMyer mine was opened in February 1921, by Frank Hennis; Mutual No. 3 mine was opened in March 1925 by Albert Shaw. Superintendents of the Mutual Coal Company since 1921, have been Mans H. Coffin, Jr., Albert Shaw, W. J. Bowns, and Oliver Sutch.

The McLean mine has always been a small producer, having a daily output at present of from 50 to 100 tons. Mutual Coal Company is the only mine of consequence in this district.

The Mutual Coal Company has produced a total of 1,531,264 tons from February 1921, to December 31, 1931. The maximum tonnage for one year was 191,635 tons and the minimum was 99,289 tons. Mutual coal is generally rated as one of the best domestic coals in the territory, operating in what is known as No. 2 sub-seam. The coal content of their present land holdings is 20,320,000 tons. Producing a yearly tonnage of 200,000 tons, which is more than any one previous year's tonnage, the life of the Mutual operation would be 100 years.

The present school house located at Rains was built in 1921, and also serves the population from Mutual. Rains is also the postoffice for the Mutual camp.

HARPER

Harper is located in a long canyon, part of which is in Carbon and the remainder in Duchesne County. It is 26 miles from Price to the first cabin owned by Mr. Lund, first settler, 35 miles from Myton in Duchesne county and eighteen miles north of Sunnyside. The canyon winds in and out along the Carbon-Duchesne line, is eighteen or twenty miles long and varies in width from a few hundred feet to half a mile. The mountains are called the Book Cliffs of the Wasatch as in many places they resemble the leaves of a book.

According to government maps the name of the settlement is "Nine Mile", but according to Hank Stewart, an early rider for Mr. Lund, it was "Minnie-Maude", named for two girls who lived there in the early days. The creek is still called the Minnie Maude creek. There is a distance of nine miles from Mr. Lund's home to Beaver valley, his summer range, and the district is commonly known as Nine Mile.

Alfred Lund came from Nephi, Utah, in the spring of 1885 with his cattle and was the first man to enter the canyon and make a home. Many men went through on their way west but did not linger in the canyon. Mr. Lund's first home, a log cabin, stands in ruins on the southside of the creek. He summered his cattle in and around the canyons and wintered them on the Uintah Desert.

At this time the government was freighting to Fort Duchesne over a road which passed through the canyon. This road is the lowest in elevation of any road between Price and the Uintah basin, being 1500 feet lower than the present route up Willow Creek which leads to Duchesne. During the years 1888 to 1895 there were 500 soldiers at Fort Duchesne who hauled their supplies over this route. As nothing of any

consequence was raised at the Post everything had to be shipped in, thus all hay, grain, and other produce raised in the canyon found a ready marked to those engaged in freighting. During these days the canyon was prosperous. The old government telegraph line followed the same route. Poles which still stand are an inch and a half iron pipe with wooden insultion at the top. The Indians also freighted their government rations. The freight was taken from Price and hauled to the reservation in wagons. Many Indians passed through Nine-Mile hunting and fishing, but left the white men unmolested. They brought blankets and baskets with them to trade for horses and cattle.

Wild animals were common, especially the coyote, bobcat, and lion. Today the first two are still found, enabling residents to profit from trapping in the winter months.

When the postoffice was established at what is now the Murray sheep ranch, the town was named Harper. At the present time there is no mail service. In 1890 other people moved in to take up homesteads.

The most votes cast was in 1900 with 72. At present there are 35 inhabitants. Until 1916 there were two schools - one in Carbon and one in Duchesne district. From 1916 to 1924 but one school was maintained. This was closed and not opened again until 1931. Cattle and sheep raising and farming are the principal occupations. The Uintah desert, ten miles northeast of Nine Mile, is used for the winter range.

The history of harper has been told by Frank Alger, who came through the canyon in 1888 and returned in 1890 to live here since that time.

CLEAR CREEK

Clear Creek is situated six miles south of Scofield in a little valley which is surrounded by mountains on the east, west, and south, with an altitude of 8,300 feet. The valley slopes toward the northeast and the road leading from the camp follows the natural course of the canyon. This has been improved but few changes have been made from the original route.

In the autumn of 1898, C. K. Jensen and Neils Sanburg, both Americans, came to Clear Creek, which was then known as Mud Creek, to get timber for Mr. Kimball of Scofield, and also for the Pleasant Valley Coal Company which was later known as the Utah Fuel Company. In 1899 the Utah Fuel Company opened a mine, after considerable prospecting. Other early settlers were Mr. Harskinen, John Erkila, Finns, who came in 1899; Jimmie Mancuzi, Italian, came in 1901, and John Cunningham and Charles Snedden, both Scotch, who came to work immediately after the Winter Quarter's Mine explosion in 1900. David Gordon, Scotch, left his work at railroading and came to Clear Creek in 1901. At the opening of the mine the upper part of the valley was called Clear Creek because of the clear, sparkling stream of water which flowed through the valley. These men were employed in the mining industry and experienced the inconvenience of living in tents until houses were built. All of the houses erected were of wood, lined with compo-board.

The growth of the camp was rapid due to the great demand for high grade coal. Liberal wages and regular hours were inducements to the ever-increasing population. It is interesting to note that when the camp was flourishing, a regular branch of the D. & R. G. Railroad operated through there and trains came to Clear Creek twice daily, morning and evening. Few automobiles were owned so this service facilitated travel. At times the snow was four or five feet deep on the level and for weeks at a time remained thus. No one seemed to be dissatisfied as long as the railroad could be kept open. When the railroad became blocked with snow, the men could not work so all the mine employees worked for the railroad company helping clear the tracks. There was a good school with three or four teachers employed most of the time. At present there are but three.

Another factor which contributed to the rapid growth of the camp was the excellent location of the mine. The coal vein occurred at tipple height above the bottom of the canyon eliminating outside haulage which necessitates the tramway to get the coal from the mine to the railroad cars. Another advantage that this mine had was good water for domestic and steam purposes. As this mine was opened before electric power was brought to the coal fields by the Utah Power & Light Company, available water for steam purposes was an asset of considerable importance. Then too, an abundance of timber which covered the adjacent mountains, was suitable for timbering the mine and supplying the demand of the saw mill which shipped lumber to Castle Gate and Sunnyside.

At the mine it was below creek level, and there was a large quantity of water which had to be pumped out, naturally a great disadvantage. The discharge pipe from the mine used for conveying the water to the surface was twelve inches in diameter.

This gives an idea of the volume of water which had to be pumped from the mine. When the mine was first opened for work the coal was so near the entrance that the men could walk out for lunch. Horses pulled the coal cars out of the mine to the tipple.

For a number of years the coal from this mine was sold as "Run-of-the-mine" meaning that the entire produce can be sold without screening and no waste of slack. The first contract was with the Southern Pacific Railroad at Ogden and called for 2000 tons per day. At that time it was considered the cheapest coal in the state due to the advantages mentioned, which curtailed the expense of production. In 1908 there were about 450 men employed with an approximate production of 2,000 tons of coal per day. Until 1912 when machine cutters were installed the pick played an important part in the day's work. With the adoption of modern methods, further developments continued until there were about 200 rooms. The out-put of coal for October 1903, was 44,513 tons, however this was not the peak of production as the period between 1917 and 1920 shows a much greater population, and in all probability the mine was employing more men.

The out-put for the month of December 1931, was 5000 tons while statistics for 1930 show a population of 256 giving evidence of a decided decline in prosperity. The coal is now sold on the domestic market in competition with all other coals. There is a long underground haulage and many conditions have changed since former times.

The camp was never incorporated and the only officers were Mr. Hampton, Justice of Peace, and Tom Marsh, Constable. Due to the isolation of the camp and the heavy snows in the winter, the amusements consisted mostly of winter sports and dances twice a week. A home dramatic troup was organized which furnished many a good laugh; a man by the name of Uncle Bert Martin brought a picture to camp once a week; and the Walter's Theatrical Troupe included Clear Creek in its semi-annual circuit. The nationalities represented were Irish, Scotch, Welsh, Italian, Finn, Japanese and American.

The Japanese segregated themselves and were seldom seen at any social gathering except perhaps a celebration of importance. The Finns liked amusement, erected a hall (which is still used by various organizations) and had a great deal of fun among themselves as well as entertaining the community by playing with their brass instruments for the dances.

Many of the older people of the various nationalities have retained their native customs and habits, some of them never having learned to speak or write the English language. Others, of course, adjusted themselves more readily to the American ways and became naturalized. The younger generation includes many good scholars who adapt themselves readily to American ideals and ways.

For amusement now the people go to Scofield for picture shows. The L.D.S. church furnishes other forms of recreation. The majority of the people have cars and frequently go to Helper and Price for amusement and supplies.

HIAWATHA

Hiawatha nestles at the foot of Gentry Mountain, two arms of which seem to reach out and almost encircle the town. It is located eighteen miles southwest of Price and ten miles off the State Highway, which passes from Price through Emery County to Salina in Sevier County. The elevation of Hiawatha is 7,180 feet.

The first settler was an Austrian by the name of Smith. He located a ranch on the present site of Hiawatha and the traces of some of his dugouts may still be seen in the wash a few hundred feet from the present teachers' dormitory. All other buildings which he may have erected have long since been torn down and forgotten

The development of the mining industry in the mountains adjoining was the reason for the founding of Hiawatha as a community. In 1908 F. E. Sweet, present owner of the Standardville property, opened a mine on the middle fork of Miller Creek. He called this camp Hiawatha. Later two other mining men, Browning and Eccles by name, opened a mine in what is now Hiawatha proper and called that camp Black Hawk.

The first houses in the community were erected in what is now known as Greek town. In 1911 sixteen houses were built east of the railroad tracks. The houses along the tramway were built in 1912 and 1913. A year later the houses west of the present school house were erected.

In 1911 the citizens of Hiawatha circulated a petition, which was signed by 70 voters, asking that the town be incorporated. This was granted, and on Sept. 26, of that year, the city government was established. Henry E. Lewis was the first president of the town board and Geo. E. Haymond, Dr. J. E. Dowd, Dr. J. R. Fleming,

and D. Johnson were the members of the Board. There were 435 people in Hiawatha, eighty-nine being voters.

The U. S. Fuel Company purchased and consolidated the two mines in 1912. The headquarters of the company were established in Black Hawk. Both towns, Hiawatha and Black Hawk, had post offices. In 1915 the post office at Hiawatha was closed and the town government was moved to Black Hawk following the consolidation. The name of the entire community was changed to Hiawatha. This is still the trade name of the coal shipped from the West Hiawatha mine.

In 1908 when the mine was opened on Miller Creek, Ruben G. Miller owned all of the water rights. It was necessary for the consolidated Fuel Company to purchase Miller's water rights, and the ranch owned by him, in order to get water for the camp. The Smith ranch was purchased as a town site for Black Hawk. When the mines were first opened good judgment was used in the laying out and development of the property. The room and pillar method was used and on account of existing conditions it was the best method. When the mines were first opened all the mining was done by hand. Shortly after this time undercutting machines were purchased. These machines travel on a truck and can thus be taken to any part of the mine which has a track. When a place is to be cut the machine is unloaded from the truck and set to the face of the coal. The machines are so constructed that they can dig their way back under the coal for a distance of six or seven feet. The faces are then drilled, shot down, and loaded out by men.

In 1917 a machine was procured which would cut the coal on the top. The coal was drilled and shot up from the bottom. This method did not prove to be successful because the bottom shots would break slate loose from the floor and mix it with the coal. Bottom cutters have been used since that time. During 1929 a new type of machine was put on the market which would cut the bottom, turn half over and shear the face down the center. One of these machines is now operating in King No. 1 mine.

The loading of the coal in the mine cars was done entirely by hand until 1917. At this time several types of mechanical loaders were put on the market. Two of these loaders were tried out in King No. 1 mine. Both proved to be failures. From then until 1925 all the coal was loaded by man power. At this time other types of loading machines were purchased which proved to be successful and for the past four years over 50% of all the coal mined has been loaded mechanically. The loading machine is nothing more than a conveyor which carries the coal from the face to the car. The rotating arms on the front of the machine drag the coal onto the conveyor. This machine is used in rooms and entries. A scraper conveyor is more adaptable to pillar extraction. Two such machines are in use in the King No. 1 mine at the present time. A scraper is a large bucket which is pulled up and down the face of the coal by a hoist and a rope. The coal is pulled into a hopper from which a conveyor carries the coal to the mine car.

From the following figures one can readily see the growth in the coal production of the Black Hawk mine. During the year 1912, 78,769 tons were produced. In 1929 the production had grown to 428,347 tons. King No. 1 mine is very safe from a gas standpoint. It is located high up on the mountain, all the cracks and crevices in the strata over the coal are free from water and in ages past the gas has escaped through these cracks. Gas is usually found in mines which are driven under rivers where the water pressure keeps the cracks sealed.

The first railroad to Hiawatha was built by the Consolidated Fuel Company in 1909. While this road was in operation the railroad headquarters and shops were located in East Hiawatha. Due to the heavy grades and the impossibility of hauling large trains, a new road was built by the Fuel Company in 1914. This road extended from Castle Gate, a distance of 23 miles. The road to Price was abandoned and the steel torn up in 1917

The town is prosperous and within its limits can be seen the splendid school building, church spires, a recreation hall, hotel and store buildings. The profusion of trees, lawns, flowers, and gardens emphasize the pride of the people in their attractive homes. Two hundred twenty-five dollars is given away each year to the owners of the best kept lawns and gardens. The company dairy farm, located at the old Miller ranch insures the employees of a plentiful supply of pure milk and cream. Water from mountain springs is carried to every home in the town through a well-installed water system. A modern sewer system aids in sanitation. The town is governed by a Board, with the following members at present: J. P. Russell, President, F. E. Gleason, L. F. Crogan, D. V. Garber and E. E. Wright, trustees. Merrit Brady is Justice of the Peace and Wm. Steckleman is Town Marshall.

Until 1920 when the present school building was erected, considerable difficulty was experienced in housing the pupils. During one year school was held in five different buildings in the town. The teachers had much trouble in finding

suitable places to board. The teachers' dormitory has solved this problem.

When the amusement hall was completed in 1917 it was turned over to the Y.M. C.A. This organization operated the hall until 1924. At that time the Welfare Association was organized and the management of the hall taken over by them. The Welfare Association is controlled by a committee of men elected by the mine workers. One man is elected from each department. All receipts are used for civic betterment. This fund is also used to support the baseball team during the summer. Each employee pays $1.00 per month to the Welfare committee and in return he gets an admittance weekly to a picture show for himself and his family. If an entertainment is free no rental is charged for the use of the hall.

Of the 277 men employed in the camp at the present time, 150 are Americans, 54 Greeks, 17 Austrians, 17 Japanese, 12 Serbians and Slavs, 11 Italians, 5 Spaniards, 2 English, 2 each of Scots and Frenchmen, and one each of Germans, Roumanians, Swedes, Assyrians, and Armenians.

In the State Capitol building in Salt Lake City, the visitor will probably notice a huge block of coal on display. This block of coal was taken from the King No. 1 mine and sent to the capitol during the summer of 1923. Its weight is 20,900 pounds and it was mined from a twenty-foot seam.

WINTER QUARTERS

Winter Quarters, "The Ghost Village", is situated in the upper end of Pleasant Valley. The boarded windows which were once open to the sunshine, darken the weather-worn houses; the silent school house, a pretentious edifice, is forever hushed and free from muddy feet and the laughter of merry voices. Fate has dealt unkindly with the little village and has left us only a memory of friendly neighbors, pleasant social gatherings, and the horror of the dreadful mine disaster, as well as the struggle of women and children who were left alone to carry on.

Winter Quarters was the first coal mine opened in Utah, east of the Wasatch Mountains. About 1880 coal was discovered by Welch coal miners from SanPete Valley who built a wagon road, opened a small mine and began hauling the coal to the settlements in SanPete and Utah valleys. There was no railroad south of Springville at that time. Cabins were built, provisions brought in to facilitate work during the winter months when the snow was unusually deep, and preparations made for the hauling of coal when the roads became passable in the spring. The town was appropriately named "Winter Quarters".

After a year or two it was decided that a railroad should be constructed. Although there was no money available for the enterprise, a company was organized, and plow and scraper work began. A large supply of dry goods, clothing, shoes, calico, etc., had been purchased at some bankrupt stock sale in the east, by the promoters of the railroad and this, as well as flour and bacon, were used in lieu of money to pay the workers on the railroad grade. Just how the rails, ties, switches, etc., were purchased is not known by the writer, but nevertheless the project was completed and called by many "The Calico Road", prior to its purchase by the D. & R. G. Western, which later connected the line with the main line at Colton, then known as Pleasant Valley Junction, or briefly - "P. V. Junction".

The mine at Winter Quarters was leased to Bishop David Williams, who operated it for eight or nine years after the completion of the railroad. The Bishop was not Scotch but no doubt thought the methods of paying used in the building of the railroad was an economical plan so he adopted this method in paying the miners whenever possible"

Modern methods of mining were not used in the Winter Quarters mine until the last few years prior to its abandonment. The mine was always considered safe until the explosion in 1900, and from that time on precautions were used to guard against dust accumulations.

"After Castle Gate and the Independent mines in the Castle Gate District were opened, the coal produced in Winter Quarters could not be sold on the domestic market as it was inferior in quality so from 1908 until the mine was closed, the coal was used by the railroad company for its locomotives. Since 1920 there was a decided decrease in production. The underground haulage was too far to justify the great expenditures together with keen competition of modern equipped mines, hence the mine closed in 1928. Some of the houses were moved away, the rest were boarded up. Then followed the pilgrimage of departing homeseekers; some of the houses were moved while others were boarded up and the history of Winter Quarters came to a close."