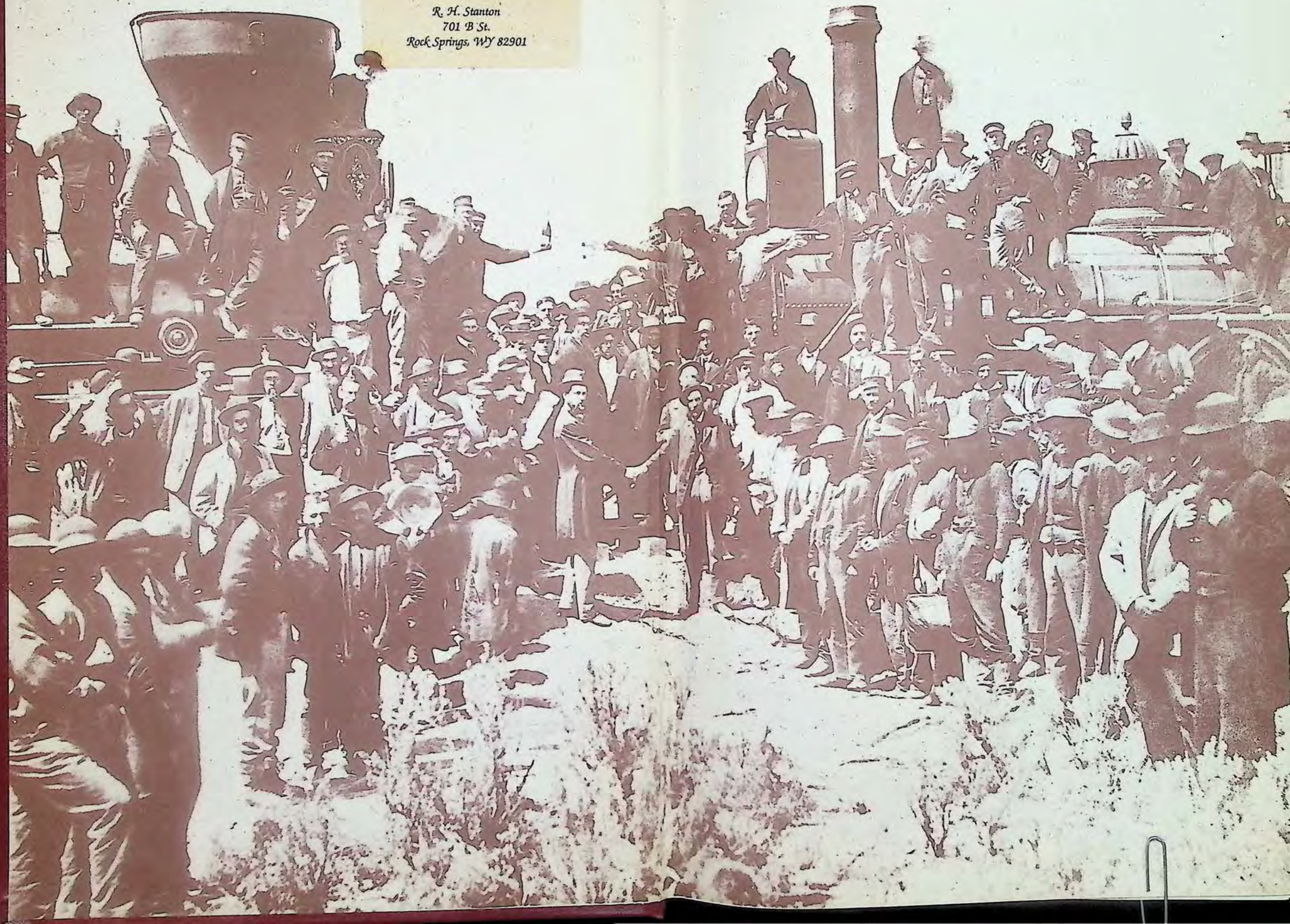
HISTORY OF UNION PACIFIC COAL MINES 1868 - 1940

R. H. Stanton
701 B St.
Rock Springs, WY 82901



HISTORY OF THE UNION PACIFIC COAL MINES

1868 to 1940

"In a word we may gather out of history a policy no less wise than eternal; by the comparison and application of other men's fore-passed miseries with our own like errors and ill deservings."

"Sir Walter Raleigh, 1616."

THE COLONIAL PRESS
9th and Douglas
Omaha, Nebraska

THIS LITTLE BOOK IS DEDICATED TO THE MEMORY OF THE MEN AND WOMEN, WHO, PUTTING ALL ELSE BEHIND THEM, MADE THEIR FULL CONTRIBUTION TOWARD TRANSLATING AN ENDLESS AREA OF MOUNTAIN, DESERT AND PLAIN, INTO THE EMPIRE NOW KNOWN AS "THE WEST."

PREFACE

In January, 1924, the Employes' Magazine of The Union Pacific Coal Company and its subsidiary, the Washington Union Coal Company, was launched as a medium of good will and understanding, with the further hope that as the years passed, much of the life and color of the pioneer days might be put into print and thus saved. With this end in mind stories and sketches, together with many old photographs, were assembled and reproduced, and it is this material, together with certain widely scattered and fragmentary records, as well as many interviews with the men and women who lived and worked in and about the mines in the early days, that served as the foundation of this little history.

While searching for old time material it was found that Mr. Julius Kruttschnitt, railroad engineer and executive, while in charge in an executive capacity of the coal mines in 1907, issued instructions to gather the necessary material for a history of the Railroad Company's coal mining interests. Diligent search failed, however, to unearth any such material, with the result that the numerous men and women who have by cooperative effort put the work together, have been compelled to start close to the grass roots.

The authors referred to, who will remain anonymous (thus avoiding responsibility for repetitions and an occasional split infinitive), wish to express their thanks for the help so kindly rendered, with the hope that our readers, the Old Timers most of all, will as they read the pages that follow, experience a flood of kindly recollections of their pioneer days, when nearly all were young and happy, even though they then knew naught of the automobile, the movie and the radio.

The Union Pacific Coal Company.

Rock Springs, Wyoming,
June 1, 1940.

INTRODUCTION

The Union Pacific Railroad Company was conceived in a turbulent period in the history of the American nation, a time of unrest and conflict, of great dreams and greater achievement. Gold seekers had poured through the middlewest to California only a few years before, and Brigham Young had but recently led his disciples of the Church of Latter Day Saints to their promised land on the banks of the great Salt Lake, and what was even more portentous, the North and the South were on the brink of a Civil War.

That Southern Wyoming with her vast and unfathomed stores of bituminous coal was chosen as the route for the Union Pacific Railroad was only a matter of luck — luck and the fierceness of the Blackfeet and Sioux Indians of the northern country. Railroad officials had but fixed upon the economical water grade highway of Northern Wyoming as their route, when the hostility of the northern redmen and the contrasting cordiality of the southern Shoshones changed their choice to the Overland Route.

The Federal Government had ceded to the Union Pacific a right of way four hundred feet in width through the public lands and had granted them also every alternate section of land, in a checkerboard pattern, for twenty miles each side of the right of way. The underlying mineral, not included in the original bill, was later added to the surface land grant. Luck and the savage Blackfeet had ordained that the Railroad's grant should include the rich coal veins of the south and not the northern lands devoid of mineral.

It is the purpose of this book to trace the history of coal mining in southern Wyoming under The Union Pacific Coal Company and its predecessor, the Coal Department of the Railroad. Although of necessity such an account must include a certain measure of technical matter, this book is mainly a story of men, such men as poured their lives into the black and sooty spaces of the earth, such men as those hundreds who gather each year at The Union Pacific Coal Company Old Timers' celebration. Through these pages march army engineers, explorers, trappers, guides and adventurers, intrepid heroes all, to be followed by the men who built the railroad, discovered, prospected and developed mines, with that no less courageous band of men and women who have, since the first settlements were made at Jamestown, Virginia, and Plymouth Rock, Massachusetts, marched westward, side by side with the builders; the clergymen, servants of God, the doctors caring for the sick and injured, and the teachers whose duty it was to train the minds of the young.

If they who put this history together can be criticized for delving too deeply into anecdote and personality, for romancing, in short, instead of lecturing, let it be said in defense, that the story of coal mining is not entirely one of statistics and mechanical progress, but is instead a story of the vast numbers of men who go to make up the statistics and who make possible and profitable the technique of mining. If you eliminate the human element, you have stripped the flesh and left only the bones for the story; and history is not dry bones.

And so, to these splendid men and women, many of whose labors are over and they asleep in the quiet "God's Acres," this history is dedicated, in remembrance of their unselfish devotion to duty, their loyalty to the Railroad and the Coal Company, their courageous and cheerful outlook upon life, and their ability to overcome all obstacles — helping to carve an Empire out of a wilderness.

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CHAPTER I.

The Background of the Union Pacific Railroad

Tells of the gallant explorer and engineer, Captain John C. Fremont, first to recognize the value of Wyoming's coal deposit, who was followed by General William Henry Ashley, the first trader, with Captain Howard Stansbury, engineer and scientist, not far behind. Of Jim Bridger who acted as guide for Fremont and later for Stansbury, who in turn first recorded the finding of coal at Rock Springs in 1852. Tells how Chief Washakie befriended the whites and summarily disposed of an insurgent mother-in-law.

THE story of The Union Pacific Coal Company rightly begins in southern Wyoming. There it was at "Old" Carbon, now a "ghost mining town" located south of the Village of Hanna, the first mine of consequence was opened in Wyoming. With the discovery of higher grade coal at Hanna, the main line of the railroad was relocated, and the old camp that saw its full meed of the glamorous pioneer period gave way in 1902 to the new location, taking its population and certain of its buildings (including the Hanna store building, dismantled in October, 1939) with it, this after producing for the use of the railroad and the settlers and industries that sprang up along the line, a total of 4,680,346 tons of coal. We will have occasion to say more of Hanna in a subsequent chapter. For the moment we will enter into an even more remote past.

The first men to see and recognize the rich coal reserves of southern Wyoming were the fur traders, keen-eyed, sinewy men who stalked the Wyoming hills in muskrat caps, rifle under arm, hot on the trail of a fortune in skins. Kit Carson strode that way in all his raw-boned strength. Young Fremont* came too, in the early days, before he was called "The Pathfinder," a stern and resolute lad, newly married into the family of the influential Senator Thomas H. Benton of Missouri, and already cognizant of the political career that stretched ahead of him. There was General Ashley, gruff, staunch of heart, but with a childlike trust of all Indians that was to cost those men who followed him dearly. And there was Captain Stansbury, more methodical than any of the others. They are shadows now, men who have passed into legend, these gods of the pioneer days. They were real enough then, and they left a far reaching influence on the Nation and its industries. Trailblazers that they were, their exploration work and scouting made the construction of the railroad more readily possible, and the railroad made the coal mines necessary.

*Fremont's name was pronounced Fra-mont.

mine the best routes for overland communication and the best sites for forts to protect American trappers and immigrants. To this end, the United States Department of War sponsored three of Fremont's expeditions, and Fremont himself two others. The thirty-year old captain was a splendid man for this work. Born in Savannah, Georgia, and educated as a mathematician in Virginia, Fremont was resourceful and competent, with all of the qualities for leadership that General Ashley had lacked. At the age of twenty he was commissioned a second lieutenant in the United States Army topographical engineers. Eight years later he married Jessie Benton, a daughter of United States Senator Thomas H. Benton, of Missouri, and his influential father-in-law helped him obtain the command in 1843 of his first surveying expedition. A second piece of luck came to the young frontiersman when he secured the famous Kit Carson for his expedition's guide.

Fremont kept a journal throughout his travels and explorations, and in its pages, in the entry made for August 19, 1843, we find the first record of the discovery of the Cumberland-Kemmerer coal field:

> "Coal made its appearance occasionally in the hills during the afternoon and was displayed in rabbit burrows in a kind of gap, through which we passed over some hills and descended to make our encampment on the same stream."

The stream to which he refers is Little Muddy Creek and the "kind of gap" is Cumberland Gap. He lingered on the site, measuring the uppermost coal seam of the lower, or Spring Valley series, noting the angle and direction of dip. To the army-bred Georgian and his party of trappers and scouts, however, the discovery of a coal field in inaccessible Wyoming could not have seemed very important. Apparently he attached more significance to the subsequent breaking of his barometer than to the discovery of coal reserves, for he devotes far more space and enthusiasm to the barometer story in his journal. The accident occurred while they were crossing a stream. Fremont wrote:

> "The current was very swift and the water cold and of a crystal purity. In crossing this stream, I met with a great misfortune in having my barometer broken. It was the only one. A great part of the interest of the journey for me was in the exploration of these mountains, of which so much had been said that was doubtful and contradictory; the only means of giving them authentically to science, the object of my anxious solicitude by night and day, was destroyed. We had brought this barometer in safety a thousand miles, and broke it almost among the snows of the mountains. The loss was felt by the whole camp. All had seen my anxiety, and aided me in preserving it. The height of these mountains, considered by the hunters and traders the highest in the whole range, had been a theme of constant discussion among them; and all had looked forward with pleasure to the moment when the instrument which they believed to be true as the sun, should stand upon the summits and decide their disputes. Their grief was only inferior to mine . . . . . .
>
> "As soon as the camp was formed, I set about endeavoring to repair my barometer. As I have already said, this was a standard cistern barometer, of Troughton's construction. The glass cistern had been broken about midway; but, as the instrument had been kept in a proper position, no air had found its way into the tube, the end of which had always remained covered. I had with me a number of vials of tolerably thick glass, some of which were of the same diameter as the cistern, and I spent the day in slowly working on these, endeavoring to cut them to the requisite length; but, as my instrument was a very rough file, I invariably broke them. A groove was cut in one of the trees, where the barometer was placed during the night, to be out of the way of any possible danger; and in the morning I commenced again. Among the powder horns in the camp I found one which was very transparent, so that its contents could be almost as plainly seen as through glass. This I boiled and stretched on a piece of wood to the requisite diameter and scraped it very thin, in order to increase to the utmost its transparency. I then secured it firmly in its place on the instrument with strong glue made from a buffalo, and filled it with mercury properly heated. A piece of skin, which had covered one of the vials, furnished a good pocket, which was well secured with strong thread and glue; and then the brass cover was screwed to its place. The instrument was left some time to dry; and, when I reversed it a few hours after I had the satisfaction to find it in perfect order, its indications being about the same as on the other side of the lake before it had been broken."

Fremont was a great engineer, his mind was cast along scientific lines. In after years his fitness for political life was questioned. Of him it was aptly said: "From the ashes of his camp fires have sprung cities."

Finishing touches on the pathfinding of Fremont and Ashley were added by Captain Howard Stansbury of the United States Topographical Engineers, a third pioneer explorer. Stansbury made two discoveries of interest and aid to the Union Pacific Railroad and its handling of the problem of fuel. First, Stansbury charted a shorter route across the southern end of the state, and, second, he recorded the Rock Springs coal deposits, the most valuable in the state. Stansbury owed much of the credit for these accomplishments to Jim Bridger, who invaded the mountains as a youth of eighteen with Ashley, and who became probably the greatest "mountain man" of them all. He had built Fort Bridger by the time Fremont came along, and gave the young "Pathfinder" much valuable assistance. Bridger's real service, however, remained to be given to Stansbury. Fremont had the veteran Kit Carson to lead him, but Stansbury's party contained no such expert guide. Bridger became Stansbury's Kit Carson. Where Fremont had covered a great deal of territory, Stansbury, led by Bridger, covered less ground but did it more thoroughly.

In 1849 the Government detailed Stansbury, with a small force, to survey the Great Salt Lake Basin. Probably the instructions to survey the basin were only a diplomatic blind for the real purpose of determining whether the United States should take over the governmental affairs of the new and rapidly expanding Mormon settlement on the edge of the basin. Whatever the purpose, Captain Stansbury and his assistant, Lieutenant J. W. Gunnison, did a good job of surveying the territory, and began their return trip in August of 1852. As was customary with all travelers along this route, Stansbury and his troops stopped at Fort Bridger to rest and repair their equipment. Captain Stansbury did not relish the idea of taking the long detour up north to cross the mountains at South Pass and asked Jim Bridger to lead them east by a shorter route. Thus began the association of the two frontiersmen, the surveyor and the guide, that was to lead to so many significant additions to the knowledge of Wyoming.

Bridger led Stansbury and his men up Green River to Bitter Creek, then up this creek through what is now Rock Springs and on through the present Thayer Junction, Point of Rocks, and Rawlins, and south of Medicine Bow — almost exactly the route the Union Pacific Railroad was to follow. It was on September 4, 1852, that the party marveled at the great outcroppings of coal that were to bring Rock Springs into being. Stansbury's notes describe a good quality coal in beds ten feet thick protruding from the hills on the south side of the creek. This was on the site where Blairtown, the ancestor of Rock Springs, was later to be located. The notes Stansbury made were so complete that even today they can serve as a guide, despite the fact that a city has been built on the land.

The men followed Bitter Creek through what is now known as "West Flat" or Hillside Addition, and then continued around the bluff to an outcropping of coal where Number Five Mine later was opened, passing on to another bed of coal which probably is the one now known as Number Six Seam, and thence further to the outcrops of Number Three and Number Four Seams. They passed by Number Nine Seam on their way out.

Undoubtedly it would be wrong to say that Captain Stansbury discovered the Rock Springs coal field. His own notes describe the nearby Salt Wells and tell of his meeting a large number of trappers in this popular gathering place. It is almost certain that the trappers knew of the coal deposits, just as it is certain that the mountain men knew of the trails followed by Ashley and Fremont. Captain Stansbury's great contribution, as had been the case with the two men before him, was that he recorded what he saw and made the information available to the Government.

It would not be fair to end this brief account of men who opened the way for the railroad, and thus helped prepare for the development of the coal resources of Southern Wyoming, without mentioning a red man who deserves as much credit as the whites. This man was Chief Washakie, of the Eastern Shoshones. When the Blackfeet, Arikaras and Sioux drove the white men out of the northern country and its economical water highway,

Chief Washakie it was who welcomed the traders into the south. His friendship made it possible for the Union Pacific Railroad to safely plan its route by way of southern Wyoming, cutting through the richest coal beds in the state. Largely due to Washakie, the Overland Trail became the highway to the Pacific. Washakie was a friend of the whites, not because he was afraid of them, but because his shrewd common sense told him that opposition was futile. "I'll never prosper by fighting men who can make that," said Washakie when he saw the traders' guns.

The late Dr. Grace Raymond Hebard, beloved University of Wyoming Historian, who made an exhaustive study of his life, wrote of Chief Washakie:

> "Washakie (the name is accented on the first syllable) was, however, primarily a warrior. A newcomer among the Eastern Shoshones, only part Shoshone in blood, and an orphan boy, with no family connections to aid him, he rose to command by his prowess and skill in battle. Out of scattered groups, in time of general anarchy in the Shoshone nation, he created his own band, and he saw it grow to an effective fighting force. His warfare was mainly defensive. Though generally at peace, and sometimes in alliance with the Flatheads and Nez Perces, his people in the early days were well-nigh surrounded by more aggressive, more numerous and better equipped tribes—the Crows, the Utes, the Sioux, the Cheyennes, the Arapahoes, and the four tribes of the Blackfoot confederacy — and the strategy of the Shoshone chiefs was devoted more to the maintaining of what they deemed their own than of attempting to despoil others. He was not always a victor, and yet he seems rarely to have been defeated. If he could not win by onset or stratagem, he knew how, by stubborn resistance, to wear down the valor of his enemies and force them to withdraw from profitless combat."

Attaining chieftainship, he remained an iron-handed ruler. David G. Thomas, in "Overland and Underground," writes of him as follows:

> "The chief was but a savage child
> Of nature, and as yet untamed
> In whitemen's eyes, and undefiled
> By his environments, but famed
> For traits the passing whiteman lacked;
> For honesty — all that it meant —
> For wisdom and for tender tact
> In tribal joys and discontent;
> Loving the truth; and from his lips
> No substitute for it e'er came;
> The lying tongue that halts and slips
> Whenever virtue breathes her name
> He hated, and the man of lies
> Could find no favor in his eyes."

Two favorite stories are told of Washakie that illustrate his character. One concerns an order to one of his braves to cease beating his wife. The next time the brave beat the squaw, Chief Washakie killed him. The other story is of the time his mother-in-law interfered in his family affairs. He had told his wife to move his teepee. Returning from a hunt and finding it in the same location, he asked his wife the reason, and she replied that her mother would not allow her to move it. Washakie meted out the same simple justice to his mother-in-law, immediately, that he had given the wife-beating brave. In spite of his despotism, he was generous with his subjects. He kept them in greater prosperity than they would have known without him, and he got for them a reservation which he himself had chosen as the most desirable location in all the country. A fort and a county in Wyoming now bear his name, and no history of the development of coal resources in Southern Wyoming can fairly ignore this forceful redman, when it pays tribute to the white trail-blazers of the 1840's and 1850's.

CHAPTER II.

The Railroad and Its Early Fuel Supply

Tells why the Union Pacific Railroad was built. How rails from Pennsylvania and New York came by railroad, and by the Ohio and Mississippi rivers to St. Louis and thence by the Missouri river to St. Joseph, Missouri, where, together with locomotives and cars, they were transferred to smaller boats for transport up the river to Omaha. How wood was first used for locomotive fuel which later gave way to Iowa mined coal, which in turn yielded place to coal mined at Carbon and Rock Springs, Wyoming. Here is shown the production of all coal mined by districts from 1868 to 1939, inclusive, seventy-two years.

THE coal properties now owned and operated by The Union Pacific Coal Company are a continuation of the original coal mining activities of the predecessor railway corporations now known as Union Pacific Railroad Company. A history of The Union Pacific Coal Company would be incomplete without at least a brief reference to the great railroad whose coming into existence made the production of coal in Wyoming in large quantities possible, in fact without the Union Pacific Railroad there would be no such state as Wyoming, with its coal mines, its vast flocks of sheep, its thriving cities and its domed capitol building sitting complacently in the heart of what was in the sixties the richest buffalo range in the west. Gone are the buffaloes and the primitive redmen, whose grandsons have settled down as wards of a paternal government, to leave their reservations from time to time to serve as scenery for a western movie or a rodeo. Today the people who live in Wyoming have lost much of their early interest in airplanes and the sinuous yellow diesel streamliners, that streak across the state at speeds that were not even dreamed of seventy years ago. We will attempt in this chapter to set forth the national situation that made a great transcontinental railroad necessary to the preservation of the Union in the sixties, a condition which yet exists, even more definitely than it did in Civil War days. As no great railroad could be operated without fuel, the background of that situation will also be presented.

On July 1, 1862, "an act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean and to secure to the Government the use of the same for postal, military, and other purposes," was enacted by the Congress of the United States. On July 2, 1864, the act of July 1, 1862, was amended, the law as amended authorizing —

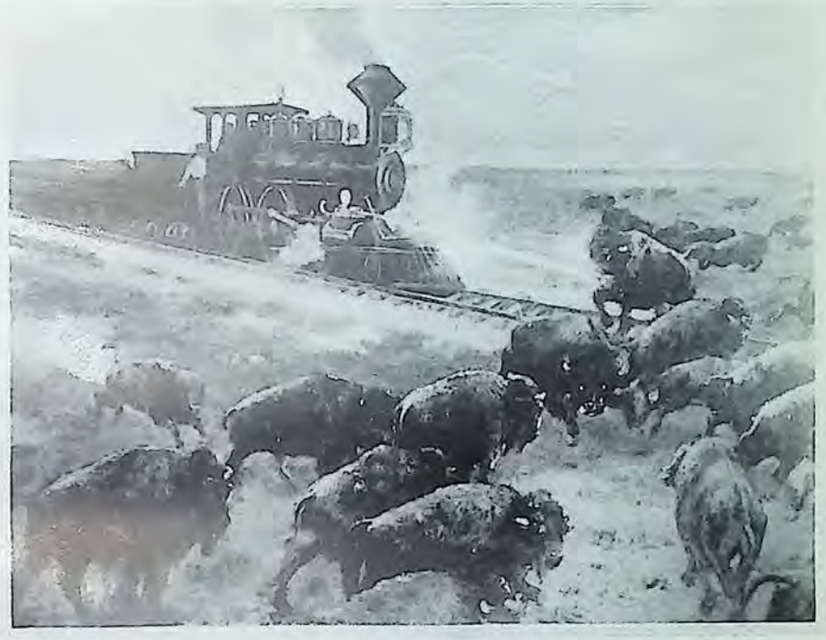
(*a*) The incorporation of the Union Pacific Railroad Company.
(*b*) The construction of a railroad and telegraph line westward from the Missouri River to a connection with the Central Pacific Railroad Company of California, which was also authorized under the Act of Congress of July 1, 1862, to build eastwardly from "at or near San Francisco, or the navigable waters of the Sacramento River."

The initial point of construction near the City of Omaha was determined by President Abraham Lincoln in the fall of 1863, and on October 29, 1863, the work of completing the corporation was effected and thirty stockholding and three Government directors elected, thereafter the work of location commenced and the line was surveyed to Fremont, Nebraska, 46.5 miles from Omaha, this survey completed in December, 1863. By act of Congress, July 2, 1864, amendatory of the Act of 1862, the stockholding directors were reduced from thirty to fifteen and the Government directors were increased from three to five.

In August, 1864, the first contract for 100 miles of road was made and the work commenced. Difficulties relative to location, however, arose, with the result that the first forty miles of track were not laid until January, 1866. Rails and fastenings for track construction were purchased in Danville, Scranton and Johnstown, Pennsylvania, and Troy, New York, a portion of this material shipped to Boston by rail, thence by ocean and river to St. Joseph, Missouri, via New Orleans. Another portion was moved by rail to St. Louis, and yet another portion moved by rail and the Lakes to Chicago, thence by rail to St. Louis and by the Missouri River to St. Joseph, Missouri, where the track and other construction material, including locomotives and cars, was transferred to smaller boats for movement to Omaha.

For locomotive fuel, cottonwood cordwood cut from the banks of the Missouri River and tributaries was first bought at Omaha for from eight to twelve dollars per cord, and after construction was well under way, additional wood was bought delivered on line of road for a distance of 17.5 miles west of Omaha at prices ranging from five to ten dollars per cord. No further supply of wood for locomotive fuel was made available until the Platte River was reached, about 225 miles from Omaha, where a supply was bought f. o. b. tracks for eight dollars per cord. Inferior cordwood constituted the available locomotive fuel supply until rail connections were established between the Iowa coal fields and Council Bluffs on the east bank of the Missouri River, after which that coal succeeded cordwood, the Iowa coal ultimately yielding in 1869 to coal produced in the mines developed by the Railroad Company at Carbon and Rock Springs, Wyoming.

The acts of Congress before referred to establish the fact that the construction of the "Pacific Railways" was the joint work of the stockholders and the United States Government. Financial aid, in the form of land grants and bonds issued by the United States Government, was provided, and the location of the lines, character of construction and operation, were subject to the approval of Commissioners appointed by the President of the United States. The subsidies referred to above were "granted to the said Company, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon." To operate a trans-continental railway fuel was an absolute requirement in 1864, and every mile of the proposed location was assiduously



Driving Buffalo from tracks with hot water

searched for coal by geologists and engineers. In a report dated September 20, 1868, in which the completion of 820 miles of railway west of Omaha was set forth, we find the following reference to the development of the first workable coal found on the line extending west from Omaha:

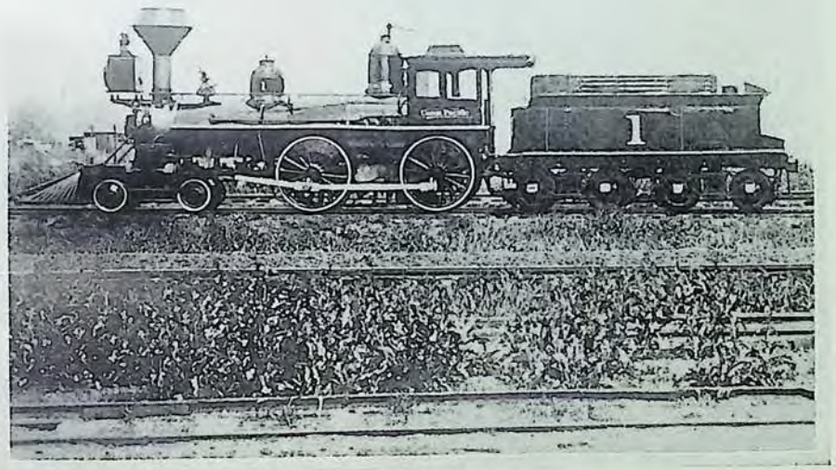
> "A discovery of almost incalculable value to the Company, and to the entire country along the line of the road, has been that of enormous beds of very excellent coal in the Laramie Plains and the mountains at the west. This coal field is now being developed, and it is found to be the finest yet opened west of the Missouri River. At Carbon Station, about 650 miles west from Omaha, a vein sixteen feet in thickness is being worked, and about one hundred tons of excellent coal taken out per day. This coal is semi-bituminous, and is found to be better adapted to use upon locomotives than that

President Abraham Lincoln and General Grenville M. Dodge at Council Bluffs, in August 1859

which had previously been obtained from northern Iowa for that purpose. The fuel question has been one which it was feared would be hard to meet in the far west, where timber was comparatively scarce, but the opening of this coal field, together with the working of other beds near Cheyenne, and the discovery of yet other extensive deposits in Weber Valley, west of the Wahsatch mountains, have solved the problem in a manner as satisfactory as it is valuable."

In a report dated January 22, 1864, made to the President and Directors of the Railroad Company, Professor James T. Hodge, Geologist, referred to the discovery of coal on "Coal Creek" and on "South Boulder Creek" about 22 miles north of Denver, Colorado, in what is now referred to as the Northern Colorado lignite field. This field was developed at Erie, Northrop and Louisville, Colorado, by the Railroad Company in 1882, to meet the requirements of the commercial trade. Due to difficult mining conditions and the soft character of coal mined, the field was abandoned by the Railroad Company in 1885.

It must be borne in mind that the Railroad Company was charged with the dual responsibility of not only securing a supply of railway fuel of useable quality and volume as cheaply as possible, but in addition thereto, it was obligated to provide a supply of fuel at reasonable cost for the settlers, towns and villages located on and adjacent to its rails. Nebraska and Kansas were then almost treeless plains, the only fuel available being



The first wood-burning locomotive

the limited supply of soft wood growing on the banks of the small streams. That portion of Wyoming over which a railroad could be constructed was even more treeless, and careful search by geologists employed by the Railroad Company and working with its Chief Engineer failed to develop a coal field until the Carbon, Wyoming, deposit was located. In the same year, 1868, the Rock Springs field was prospected and development in a small way was begun at that point.

A temporary terminal in the desert

Throughout the construction period, from October, 1863, until the eastern and western lines were joined at Promontory Point, Utah, on May 10, 1869, and for many years thereafter, a force of geologists, mining engineers and prospectors was maintained by the Railroad in the work of searching for useable coal. Certain of the fields developed were used exclusively for the commercial coal requirements of a growing population. It is interesting to note that the records of the United States Geological Survey report the first production of coal in the Rocky Mountain region from mines in Colorado, 500 tons in 1864; Wyoming 800 tons in 1865; Utah 5,800 tons in 1870; and Montana 224 tons in 1880. It is a fair assumption that the small initial tonnages reported above were mined by the United States Army for garrison use. It is further interesting to note that the Survey's report of coal produced in Wyoming in 1868, totalling 6,925 tons, represents that mined by the Railroad Company at Carbon and Rock Springs. The widespread extent of the Railroad Company's exploration and coal development work, the location of the several fields, the date of opening and closure, with tonnage mined to January 1, 1940, is set forth below:

Name of Field	Date Opened	Date Closed	Total Tons Mined
Carbon, Wyo.	1868	1902	4,680,346
Rock Springs, Wyo.	1868	Still Operating	50,398,681
Almy, Wyo.	1869	1900	2,750,834
Grass Creek, Utah	1881	1887	271,960
Northrop, Colo.	1882	1884	29,082
Erie, Colo.	1882	1885	59,233
Louisville, Colo.	1882	1885	249,464
Twin Creeks, Wyo.	1882	1885	115,897
Baldwin, Colo.	1883	1892	261,373
Como, Colo.	1883	1894	511,357
Pleasant Valley, Utah	1883	1911	1,578,778
Dana, Wyo.	1889	1891	62,792
Hanna, Wyo.	1890	Still Operating	22,083,835
Spring Valley, Wyo.	1900	1905	492,974
Cumberland, Wyo.	1901	1930	14,130,226
Superior, Wyo.	1906	Still Operating	23,575,704
Reliance, Wyo.	1911	" "	10,801,103
Winton, Wyo.	1921	" "	7,491,774

Thirteen districts which produced a total of 25,194,316 tons, have been completely abandoned, and are now classed as "ghost" mining towns. Commencing with 6,925 tons in 1868, the production reached the high point in 1910 with 3,709,247 tons, going down to 2,045,270 tons in 1932. From 1868 to 1939, inclusive, the mine production totalled 139,545,413 tons, representing on the basis of single seam extraction, a worked out area of approximately 19,935 acres or 31.15 square miles.

It is interesting to note the difficulties that attached during the rail construction period to securing a supply of coal from the nearest available source, western Iowa, for use on the west bank of the Missouri River and beyond. When coal from the Iowa mines was first made available by rail delivery on the east bank of the Missouri River at Council Bluffs, Iowa, the cost of ferriage across the Missouri River was $2.50 per ton, and it was not until March 22, 1872, that a rail bridge was made available for river crossing, eliminating ferriage. The consumption of fuel in 1875 by the motive power of the railroad was 148,877 tons of coal, costing $4.75 per ton, and 7,137 cords of wood, costing $6.50 per cord.

With the opening of the Railroad Company's mines at Almy, Wyoming, in 1869, and after the completion of the connection with the Central Pacific line, fuel coal was supplied to that company which previously imported its requirements from mines in British Columbia and Australia. During the year 1875, the Railroad Company produced 208,222 tons of coal at its mines, suggesting that approximately 59,335 tons were used for local use and for sale commercially. Such was the small beginning of the work of supplying fuel to the settlers, communities and the two railroads in the early days.

In 1939 the Union Pacific Railroad and its two wholly owned subsidiaries not only used 3,133,927 tons, or 96.1 per cent, of The Union Pacific Coal Company's total production, but in addition, the Railroad purchased from mines located in Wyoming, Utah, Kansas and Washington, approximately 641,000 tons of fuel coal. Fuel oil and distillate are also purchased by the Railroad Company for use on its lines, (fuel oil between Ogden, Utah, and Los Angeles, and from Huntington, Oregon, to Seattle, Washington, and distillate on its streamline trains operating from Omaha to Denver, Omaha to Los Angeles, Omaha to Ogden, enroute to San Francisco, and from Omaha to Portland), equivalent to from one million to one million and a quarter tons of coal annually.

The total production of coal in the State of Wyoming for the year 1939, as shown by advance reports of the State Inspector of Coal Mines, was 5,411,018 tons. A portion of this production was sub-bituminous coal mined in the northern part of the state remote from Union Pacific rails. Of the total state production for 1939, The Union Pacific Coal Company produced 3,261,003 tons or approximately 60.3 per cent, which if placed in one train would extend from Laramie, Wyoming, to Omaha, Nebraska, a distance of 563 miles.

CHAPTER III.

The Building of the Iron Way

Tells how Uncle Sam once spent eight millions of dollars a year to transport troops, munitions and supplies across the plains by wagon train, to protect the west. Then came the iron way, the newspaper men and settlers. Tells of General Dodge, who won his spurs in the Civil War as a fighter and a builder and put the road through. The story of the "hellholes," with their gamblers and thugs. How six, seven, seven and one-half, and at last ten miles of track were laid in one day, by the red shirted heroes who made up the construction forces, until on May 10, 1869, the pilots of two locomotives, one from the east, the other from the west, came together at Promontory Point, Utah.

A STRANGE chain of circumstances precipitated the building of the Union Pacific Railroad and the subsequent development of the coal mines in Southern Wyoming. It began many miles away, in California, with the discovery on January 19, 1848, of a gold nugget half the size of a pea, in the race of John Sutter's mill. Within the year, almost one hundred thousand gold seekers had invaded California from the East, and the Pacific Coast settlement was rapidly creating a life and government of its own, isolated by almost half a continent in breadth, of unpeopled forest, desert and plains. It became apparent that unless the western territories were irrevocably tied to the eastern states, and that without delay, such a schism might occur between the East and the West as was even then brewing the Civil War between the North and the South. Granting the need for a unifying force, where could such a force be found? There was only one answer, only one bond strong enough to lace a nation together, overcoming an intervening wilderness to unite two coasts. A bond, spiked-like but strong — two steel rails.

To plan a transcontinental railroad was one thing; to build it was another. Public sentiment hooted at the idea of the project, when it was first broached in the first half of the nineteenth century. As late as 1856, after General Fremont, his surveys completed, had thrown himself into politics and had become the presidential nominee of the National Republican Party, the clause in his party's platform calling for the building of a railroad to the Pacific was regarded as a cheap electioneering stunt. The public's skepticism was not at all shaken by the fact that the Government itself had sponsored several surveys of transcontinental routes, and that the redoubtable United States Senator, Stephen A. Douglas, of Illinois, had the year before introduced a bill proposing separate routes on three of the surveys.

By 1860, with more than a half million persons in the far western states, it was costing the Government some eight million dollars a year to transport troops over the great territory to protect its citizens in the far west. The only means of communication between the western territories and the eastern states was by pony express or covered wagon train on land, and a route around Cape Horn (with an arduous transfer across the Isthmus of Panama) by sea. The outbreak of the Civil War made it obvious that this was too tenuous and undependable a connecting line; the country could not risk a second secession. If private capital would not or could not build a railroad, either alone or with Government help, then the Government would have to undertake the task.

A group of Californians were one step ahead of the rest of the country in getting into action, with the organization early in 1861 of the Central Pacific Railroad Company, the appointment of T. D. Judah as its chief engineer, and the beginning of a thorough survey of the Sierra Mountains. Then Congress passed the bill referred to in Chapter One, creating the Union Pacific Railroad Company, and President Lincoln placed himself behind the law. A new empire was again under way.

For the next three years the railroad could receive only the tag ends of a militaristic-minded Government's interest, and little was accomplished. A board of directors was organized, however, with William B. Ogden as the first president, elected in September of 1862. He was succeeded a year later by General John A. Dix, Dr. Thomas C. Durant being elected vice president. Under authority of the Railroad Act, President Lincoln designated Omaha, Nebraska, as the eastern terminus of the line, and the stage was set for action. The first great necessity now, and the one on which the ultimate success of the road depended, was the speed and vigor with which the project could be put under way. To this effect, the "New York Evening Post" wrote:

> "Until it was evident that they had got too far in the desert to come back, there was no certainty that there was a bona fide intent to build the road to the Pacific. Till this was settled, no assistance could be had from the public. Government might authorize them to issue bonds, but until the public would buy them there was no assistance."

The great obstacle was the difficulty of the transportation of materials and the fact that everything necessary to the building of a railroad had to be brought from the east. There was no railroad for nearly two hundred miles east from the Missouri River, and that river itself formed a barrier, the overcoming of which often cost as much as it would cost to carry the same materials hundreds of miles in the east. Wrote the "Evening Post:"

> "Every stick of timber, every spike and rail, had to be wagoned for one hundred and seventy-five miles. It cost more to transport the spikes, chairs, etc., than they originally cost at the foundry before the war. The cost of some of the pine timber used was $275.00 a thousand feet. The ties for the first three hundred miles cost $2.00 each. The engine used now in the machine shops was hauled by mules one hundred and seventy-five miles. There were no workmen — all had to be sent from the eastern cities; labor cost from 50 to 150 per cent more than in the east. Missouri coal cost at the levee $11.00 per ton. Wood cost from $3.00 to $14.00 a cord, according to the locality. Such was the lack of confidence in the enterprise that at first the Company could get no responsible persons to take contracts for building the road."

Speed, speed, and more speed, was the keyword. The railroad must throw all of its available funds into hastening the track to a point where the feasibility of the entire project could not be questioned, and where the public would be forced to put aside its skepticism and lend financial support. The "Evening Post" further wrote:

> "The men who undertook the task were equal to it; they saw that rapid work was the first essential. There was no stone for hundreds of miles; there was no wood for ties except cottonwood, so they made their culverts of wood, and treated the cottonwood ties by Burnetizing, making them, it is claimed, as durable as other wood not so treated, and thus pushed on their road. When the rail-

Dale Creek Bridge West of Cheyenne

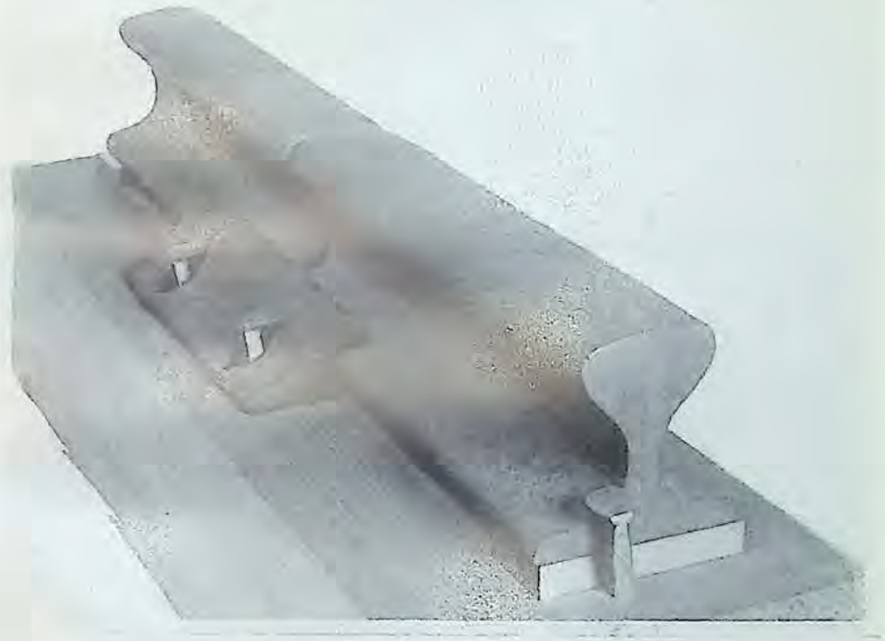
road from the east came to the river, they no longer used cottonwood ties, but contracted for oak from the east. All this time they were pushing ahead into a hostile Indian country; the surveyors and engineers were attacked or killed, the working parties harassed, and the subsistence of the working parties had to be wagoned to them. The engineers and graders kept from fifty to one hundred miles in advance of the track layers. The bridges are all contracted for, built, in Chicago, brought to the end of the track, and carried in teams beyond and set up, so as to cause no delay in laying the track. It is this constant prevision, this providing for everything months and miles beforehand, which demonstrates the genius of those who direct this great work, and enables them to push on to the conclusion so rapidly. It is knowledge of this fact that has removed the doubt as to the durability of the road, based on its rapid construction; hundreds of laborers and months of work have preceded the little band of lightning track layers who are throwing their iron filaments across the continent."

The actual laying of the rails proved tremendously fascinating to the eastern newspaper men, and many of the papers gave considerable space to the detailed description of the exact process. The editor of the "Philadelphia Bulletin," after a visit to the scene of activities where the track was being laid, wrote:

"We were soon off from Benton to the end of the track. It was a beautiful morning, and presently we all doffed our hats respectfully to the Seven Hundred Mile Post on the U. P. R. R. Ten miles further, and we are brought to a halt by the construction and boarding trains at the end of the road. The advanced limit of the rail is occupied by a train of long box cars, with hammocks swung under them, beds spread on top of them, bunks built within them, in which the sturdy, broad-shouldered pioneers of the great iron highway sleep at night, and take their meals. Close behind this train come loads of ties and rails and spikes, etc., which are being thundered off upon the roadside to be ready for the tracklayers. The road is graded a hundred miles in advance. The ties are laid roughly in place, then adjusted, gauged and leveled. Then the track is laid.

"Track-laying on the Union Pacific is a science, and we, pundits of the Far East, stood upon that embankment, only about a thousand miles this side of sunset, and backed westward before that hurrying corps of sturdy operatives with a mingled feeling of amusement, curiosity, and profound respect. On they came. A light car, drawn by a single horse, gallops up to the front with its load of rails. Two men seize the end of a rail and start forward, the rest of the gang taking hold by twos, until it is clear of the car. They come forward at a run. At the word of command the rail is dropped in its place, right side up with care, while the same process goes on at the other side of the car. Less than thirty seconds to a rail for

each gang, and so four rails go down to the minute! Quick work you say, but the fellows on the Union Pacific are tremendously in earnest. The moment the car is empty, it is tipped over on the side of the track to see it go flying back for another load, propelled by a horse at full gallop at the end of sixty or eighty feet of rope, ridden by a young Jehu, who drives furiously. Close behind the first gang come the gaugers, spikers and bolters, and a lively time they make



Specimen of first rail used in track

of it. It is a grand Anvil Chorus that those sturdy sledges are playing across the plains. It is in triple time, three strokes to a spike. There are ten spikes to a rail, four hundred rails to a mile, eighteen hundred miles to San Francisco. That's the sum, what is the quotient? Twenty-one million times are those sledges to be swung — twenty-one million times are they to come down with their sharp punctuation before the great work of modern America is complete!

"On they go. Fifteen minutes from the moment that the rail is dropped upon the track, it is adjusted, spiked, bolted to its predecessor with the 'fish-plate,' (there are no 'chairs' used,) and ready for the advancing train. It was worth the dust, the heat, the fatigue and the exposure, to see with one's own eyes this second grand 'March to the Sea.' Sherman, with his victorious legions, sweeping

from Atlanta to Savannah, was a spectacle less glorious than this army of men, marching on foot from Omaha to Sacramento, subduing unknown wildernesses, scaling unknown mountains, surmounting untried obstacles, and binding across the broad breast of America the iron emblem of modern progress and civilization. All honor, not only to the brains that have conceived, but to the indomitable wills, the brave hearts and the brawny muscles that are actually achieving the great work!"

Let us go back to the Omaha end. In consequence of the many delays of freighting, the first six months of work on the railroad had resulted in the laying of only thirty miles of track. Peter A. Dey, the first chief engineer, who began the survey, became discouraged by delay and lack of financial authorization due to the inflated prices of war time. He resigned and was succeeded by D. H. Ainsworth. When General Grenville M. Dodge took over the work of chief engineer, following Ainsworth's resignation, the surveyor's stakes were set more swiftly, dirt began to fly, and the work of grading proceeded apace. The track began to shoot ahead. By the end of 1866, Dodge had three hundred miles of track in place, and in another year two hundred and forty miles more were down and Sherman Hill between Cheyenne and Laramie had been reached. The Central Pacific had

Standard rail and fastening of today

obtained government backing by now, and was pushing its rails eastward from California, planning to join its tracks to those of the Union Pacific when they arrived at the same point. The track-laying crews, spurred on by rivalry, raised their production from one mile a day to two, then three, then five miles.

The rapidity with which the Union Pacific Railroad was constructed led to the popular belief that the roadbed was unsafe and would not last. Newspaper men of the times wrote earnest denials of this criticism. For example, the editor of the "Philadelphia Press" declared:

A construction gang in 1868

"Let me state briefly the condition of the material of this road as it stood last week. The rails are confessedly of the best quality. Even the open enemies of the road acknowledge their superior character. Many weigh sixty pounds to the yard; are clamped by two spikes to each cross-tie, and fastened together at the ends by the 'fish-plate,' the company holding to the now generally received opinion in the better railroad circles that the continuous rail is the true idea of an iron road.

"Everywhere the road-bed has been prepared by the formation of a slightly raised foundation, with gutters or trenches on each side, and, after the rails have been laid down, ballasted with gravel or broken stone.

"Over this road, thus equipped and appointed, our party made a trial run, which was the best test possible of its smoothness, safety, management, and general condition. On the home trip, coming

Locomotive of to-day

in from Cheyenne City to Omaha, a stretch of five hundred and seventeen miles, *our running time averaged thirty-four and three-fourths miles. At one point fifty miles were run in sixty minutes.* This is nearly the fastest time on record in the history of American railroading. That it was made on a new road, running in part through a hostile land, is the best evidence in the world that the road has been built with honesty and fairness."

Many newspaper men penetrated for the first time into the country west of the Mississippi River, during the period that the railroad was in the process of construction. These correspondents grew lyric about the beauties of the countryside and the fertility of the land. A reporter for the "New York Express" described "soil rich to fullness, with dry, loamy earth that gives promise of a crop unexcelled" that was revealed in cuttings of the railroad. Reference is made to the forests of the Medicine Bow, Elk and other mountain ranges, as well as the rivers and fields. A book entitled "Union Pacific Railroad," and dated 1868 tells of the possibilities of coal as well as gold and silver mining in Wyoming mountain territory.

One can well imagine the use of wood fuel on the Union Pacific Railroad as it is operated today. In the old days a locomotive tender, when well heaped up, would carry about one and one-half cords of wood, the

equivalent of about one-half ton of Rock Springs coal. As the average freight locomotive when fully loaded consumes about one ton of coal in ten miles, a "7,000," Class Union Pacific locomotive would require, if it were practical to introduce that much wood through the fire door, about three cords of wood for each ten miles run. Just as wood fuel for locomotive use has passed into history, so will fuel oil for steam making purposes disappear. When that day comes King Coal will come back into power—on land and on sea.

A feature of the country less appreciated than the coal fields, was the Indian situation. On the eastern end the track-laying crews had to work with their guns by their sides. But as the track advanced and they entered Chief Washakie's country, the need for guns disappeared, and danger from another quarter presented a more urgent problem. This prob-

The last word in transportation

lem was embodied in the little towns that sprang up along the railroad. Each of the towns in turn mushrooming as the railroad reached a new point, vied with the others in trying to make a name for itself as a hellhole. Vigilantes were organized in the infant settlement of Cheyenne, which had been established in 1867, and many of the new telegraph poles along the road were turned into gibbets for the ruffians and desperadoes who exploited the community.

After Cheyenne came Brownsville, Rawlins, Black Buttes, Green River, Bryan and Wasatch, to make their individual bids for notoriety.

Brownsville's riotous noises rent the air for only the brief time that the bridge was being built over the North Platte at Fort Steele. Its mayor was a desperado, its marshal his chief lieutenant, their justice a farce, but a farce that filled their pockets with gold. The town disappeared when the railroad advanced. Rock Springs was saved from the grasp of the pioneer racketeers and the stigma of a bad name, by the sub-contractor whose grading crew was stationed at the springs. This courageous man forbade his employes to carouse — and managed to enforce his edict!

Rivalry between the Union Pacific and the Central Pacific crews grew more intense as their tracks became longer. The Union Pacific men laid six miles of track one day, the Central Pacific followed this with seven miles, and the Union Pacific came back with seven and one-half miles. The track layers became so expert that the graders had a difficult time keeping the grade ahead of the rails. As fast as the grade was laid, an engine would push a car loaded with ties and rails to the end of the track, a line of men would carry the ties to the grade, and as soon as the ties were in place, the men would hustle the rails forward and spikes were quickly driven to

Driving the Golden Spike at Promontory, Utah, May 10, 1869

make them fast. The Central Pacific, irked by the Union Pacific's repeated beating of its track-laying records, announced that it would lay ten miles of track in one day. Dr. Durant, vice president of the Union Pacific, who had put much of his money and energy into the railroad, countered with a wager of ten thousand dollars that the Central Pacific could not do it.

April 29, 1869, was the day selected for the test, when only fourteen miles separated the two railroads from their pre-arranged meeting place at Promontory Point, Utah. The Central Pacific had its grade made and its ties in place on the morning of the test, cars loaded with rails stood ready for the starting signal, and men with nippers, four men to each rail, stood ready to carry the rails from the cars to the ties. Another crew was ready with fastenings and spikes, the crew of drivers was ready, and lastly, a crew of shovelers was ready to surface the newly laid track. At the signal, the men rushed to work, working so swiftly that the car loaded with rails moved almost steadily forward. By one-thirty in the afternoon, after six hours of work, eight miles of new track had been laid. The workmen rested during the lunch hour, and by seven o'clock that night they had finished their ten miles, after which James Campbell, division superintendent, ran a locomotive over the new stretch in forty minutes.

A few more days of work were needed to complete the railroad, and on May 10, 1869, the nation was bound together by a band of steel 1,775 miles long, the greater part of the work having been done in three years, four months, and ten days. During the construction, between twenty and twenty-five thousand men had been employed, five to six thousand teams had been used in grading and track-laying and in hauling stone and timber, and more than five hundred tons of track and other materials had been forwarded daily from either end of the line. The Pacific Railroads were now ready to send their "black cavalry of commerce" across the prairies of Nebraska, over Sherman Pass, and across the mountains and deserts that stretch from the Platte to the Pacific Ocean. The day of wood burning locomotives was over and coal was a prime necessity. Now was the time to tap the hard, black riches of the Wyoming hills. Now was the time to open mines, to put up towns and mine tipples, and to pour men into the underground! With the joining of the two railroads and the new urgent need for fuel, coal had tripled in demand. It was not just coal now, but black diamonds.

CHAPTER IV.

Old Carbon, the Beginning, to Disappear in 1902

Tells the story of Old Carbon and how Thomas Wardell and Cyrus O. Godfrey first went into, and later got out of coal mining and merchandising at Carbon. How the workers built, worked and played, and how the graveyard was first started after an Indian raid. How the incomparable Mrs. L. G. Smith, small, petite and blond, the daughter of a physician, prescribed for and nursed the sick until the first company doctor came from Omaha. The visits of Calamity Jane, who "took her whiskey neat," the death of Thomas Widdowfield on Rattlesnake Creek and the hanging of his murderers "Dutch Charlie" and "Big-nose George." How D. O. Clark handled the monthly pay roll of $150,000, and how E. E. Calvin, who later became President of the Railroad, played a justifiable joke on an overexuberant room mate. How old Carbon lives on in the memories of its friends—a ghost town, to whose cemetery they yet bring their dead.

MOST of the ghost towns in the West were built by men who sought gold in the earth. The weather-beaten skeleton of old Carbon, nestling in the sage brush seven miles south of the railroad and the present paved highway, marks one of the few spots in the West where coal not gold was, for a considerable period, king.

Carbon was the first mining town to be established by the Union Pacific Railroad. Sprawled above the coal deposits in the southeastern part of Wyoming, the camp sprang up almost in a single night, its sole purpose being to keep the black smoke belching into the sky from those early Union Pacific locomotives. The town was sired by Thomas Wardell, who left his own coal properties in Bevier, Missouri, in charge of his partner, Cyrus O. Godfrey, and leased the railroad's coal lands at Carbon for a term of fifteen years. Wardell contracted to prospect for coal, to open and operate mines, and to sell the railroad all the coal it needed for six dollars a ton for the first two years, five dollars a ton for the next three years, four dollars a ton for the next four years, and three dollars a ton for the next six years. The railroad agreed to build the necessary tracks to the mine.

Wardell was eager to begin his work of opening the mines, and he waited only to incorporate the Wyoming Coal and Mining Company, to which he assigned the Union Pacific coal lease, before he set out with a crew of Missouri miners for the Indian country. Near the end of the year the crew arrived in Carbon County, unloaded its machinery and began to sink a slope. They encountered a coal seam eighty-five feet from the surface, whereupon they quickly installed a hoist, building a tipple and coaling pockets. Mine cars loaded with coal were soon being raised to the

surface, pushed to the tipple and their contents dumped into the pockets where the locomotives stopped to refuel. With the opening of the first mine, came the opening of the town.

There was no sign in all the noisy, boisterous life of the upstart town to show that Carbon carried, due to the discovery of a higher grade coal at Hanna, the seeds of its own dissolution. There was nothing to show that Carbon's ghost would haunt the deserted mine slopes and that the harsh Wyoming wind would blow over the empty shell of the town in less than a third of a century. The very air seemed filled with the promise of a bright future. Houses sprang up as from the earth itself, as miners dug caves into the side of the nearby ravine and covered the fronts with boards and earth, with a stovepipe poked through a hole in the top of each roof. More pretentious houses, built of twelve-inch planks, upended, gave the settlement an air of jaunty impermanence. Still these small, unpretentious shanties were not built by transients as temporary stopping places. Rather were they the forerunners of permanent homes, the hasty makeshifts of pioneers, that would give way to better houses when time and money permitted.

Thomas Wardell

Living conditions in the town were primitive. A large cistern lined with boards provided the miners and their wives with water for home use. The railroad hauled the water in tank cars from Medicine Bow, charging nothing for this service, and the men dipped what water they needed from the cistern's sounding depths by means of an old powder keg, hauling it to the barrels that stood before the shanties and stores, at a cost of twenty-five cents a barrel.

As the scattering of soddies and shacks took on the character of a community, the miners began to plan for a school and a church. They pooled their slender resources to buy lumber and set about the work of construction. Good miners made indifferent carpenters they soon discovered, and difficulties beset them at every blow of the hammer. Added to their lack of skill were troubles brought by the strong wind that swept across the country. These men from Norway, Sweden, Denmark, Germany and the British Islands turned puzzled faces to the unaccustomed gusts of Wyoming weather. Three times the framework for the church blew down and three times they patiently builded anew, before they finally erected sturdy walls that could withstand the wind. The completed building they called the First Methodist Church. A second church was added a few years later when the Episcopalians in Cheyenne, having decided to

build a larger house of worship, tore down their old church and shipped it in sections to Carbon on flat cars.

On weekdays school was taught in the church. Among the first teachers in the camp were Miss Anna Fisher, who later married J. S. Jones; Mrs. Randall Clay; "Professor" Matthews; and, most important of all, the incomparable Mrs. L. G. Smith. Her husand, then a mine clerk, was later to become Superintendent of Mines at Carbon.

Mrs. Smith was outwardly not at all the buxom, womanly type admired by frontiersmen of the seventies and eighties, but within her small, blond person she carried all the enduring qualities needed for pioneer life. She was clever, competent, and energetic. A college graduate, she had a great variety of information tucked away in her pretty head. She was teacher to the children, mother confessor to the women, and nurse to the entire community. Before her marriage she had worked as a nurse with her father, who was a physician, and soon after she went to Carbon her services were in great demand. Since there was no doctor in Carbon, Mrs. Smith, with the occasional help of the company store pharmacist and his patent medicines, dosed and sympathized her patients into recovery, unhampered. In serious cases, where the simple home remedies failed, a hurried call from her would summon Dr. Harris from Laramie, seventy-five miles to the east, or Dr. Magee from Rawlins, forty miles to the west.

Not until 1882 did the town possess a doctor of its own. At that time Dr. Webb came out from Omaha to be the company doctor. This was af-

Mine No. 1, Carbon, opened in year 1868; closed in 1881. The tall man in foreground, wearing straw hat is Mine Superintendent Wm. Robinson. Others not known. Photograph taken about year 1870.

ter the Union Pacific Railroad had taken over the mines from Wardell. Dr. Webb remained for three or four years, and was succeeded by Dr. T. G. Rickets, who remained in the camp until its end was almost in sight, when he was succeeded in turn by Dr. Carter. Among the medical men who followed Dr. Carter was Dr. John R. Nilsson, now Chief Surgeon for the Union Pacific Railroad, a brilliant doctor and surgeon, residing in Omaha. Dr. Nilsson served for a time as a very young doctor in Carbon in 1901.

A doctor's duties were not particularly arduous in early-day Carbon, and this was fortunate, since there was no hospital in the camp. A man

Old Carbon in its best days

who lived in Carbon during the seventies, describing health conditions there, reports:

> "There was surprisingly little sickness. People didn't seem to get sick in those days. Mountain fever and mine injuries were about the only things that sent people to bed. Almost every newcomer would get the mountain fever, and would suffer high temperature and chills. The great remedy was quinine and sage tea made from sage brush leaves. After a person had the disease once, he never had it again. The water was said to be the cause of the disease."

Indeed a doctor might have been hard-put to find occupation in the town had it not been for wounds from mining accidents, and from the occasional but always-threatening Indian attacks. To the west of Carbon, Chief Washakie, good friend to the white man that he was, kept his Shoshones well in hand, but the Indians in the more immediate vicinity of the mushrooming coal camp were not so peaceful. Hardly had the camp taken its first breath when the stable boss, tramping over the uneven ground a mile and a half from camp in search of some strayed mules, was attacked by Indians and fatally wounded by their arrows. Miners carried the wounded man inside the mine, while others ran from door to door gathering together the grim-faced women and their frightened children. Soon

all living in the camp were inside or at the mine, the women and children huddled inside, while the men, above ground, tramped back and forth with their hunting rifles swung over their arms.

The Indians did not raid the camp that night, but the man they had attacked died. A plot for his interment was selected and he was buried with fitting ceremony, the first man to die at Carbon. Its cemetery once established, the camp seemed to have pushed down roots. Occasionally a traveler, scalped by the Indians, would be added to the silent company resting beneath the earth, and presently some of the townspeople were laid in the burying ground with the strangers—and now there was something more than a pay check to bind the people to this frontier settlement.

Carbon, like the thriving, expanding town it was, began putting out shoots above ground as well as roots below. Between 1868 and 1902, when the camp was abandoned, seven mines were opened and worked. One of the first and most successful outgrowths of the town was the settlement two miles away where No. Four and later No. Five Mines were developed. No. Four proved to be a failure, but No. Five, located on the same section of land, encountered no faults. Although No. Five Mine was operated as a part of the Carbon properties, it soon took on the character of a separate village. More than fifty log buildings were scattered about the mine, including homes, stores, saloons, boarding houses, and office buildings.

Most of the miners at No. Five were "Lankies," as they were called, big, rawboned men, quick to take offense, as earnest at their play as at their work. They had come to America from one of England's heavy coal-producing counties, Lancashire, and they were well able to handle the job of mining in Wyoming. Sports-loving men, they were not long in exploring the amusement possibilities of the country-side. Hunting as a pastime they discarded in short order. With two hundred to three hundred elk grazing in the mule pasture with the company mules a half mile from the camp, shooting elk held about the same wild zest for a sportsman as shooting a Guernsey cow. As for sage chickens, a man could find them in boring abundance a few hundred yards outside the camp.

Racing was the mine workers' favorite sport. One of their first activities after moving to No. Five Mine was to clear the sage brush from a quarter-mile stretch of prairie near the camp and call it a race track. Horses were raced there every Sunday, with young John and Michael Quealy, sons of the first Carbon pit boss, perched in the big-horned western saddles as jockeys. Second only to horse-racing in the eyes of the Lancashire miners was pigeon shooting, with live pigeons as the targets. They had an infallible system for inducing a bird to fly to the right or to the left for a shooter who shot poorly in that direction. Thomas H. Butler, who was a boy in Carbon in those days, and who became Mine Superintendent at Hanna, Superior, and Rock Springs, and later General Supervisor of Mines of the Company, recounts the method employed.

> "They would jab a pigeon's eye out, the eye they removed depending on the direction in which they wanted the bird to fly. The shooters soon learned of this, and the British mine workers were not handicapped much. They later resorted to squirting tobacco juice in the pigeon's eye."

Primitive life begets crudities.

Impromptu dances soon became the favorite evening amusement, ranking as attractions with the pigeon shoots and the horses. On Saturday evenings men and women would ride the two and a quarter miles from No. Four and No. Five Mines to Carbon, to visit the dance hall next to the Ross saloon, where P. J. Lunney would be fiddling away for dear life, sometimes keeping as many as six sets going at once. Lunney, a miner, was the only fiddler in Carbon and he played at all the dances except the gala annual balls of the Knights of Pythias and the Odd Fellows, when a soldiers' orchestra from Fort Steele, twenty-five miles west, was brought to the opera house for the occasion. A collection was taken up at each Saturday night dance to pay Lunney. How the miners stamped and the women clapped! How sweetly Lunney's bow flew back and forth! And how gay it was always! But let a man who knew Carbon in the early days tell you. Hear "Uncle Bob" Cardwell, of Hanna, who came to Carbon in 1878, tell about the old days.

Robert C. Cardwell

> "Our bunch never were drinking men; we didn't gamble either—we had wonderful times. At the calico and overall dances, the girls would waltz with a glass of water on their heads without spilling a drop! We had no radios, automobiles, or jazz bands, but we had wonderful picnics and horse racing that would outshine blue-grass Kentucky."

After eighty acres had been worked out in No. Five Mine, the quality of the coal had become so poor and the cost of mining it so high that the mine was abandoned. No. One Mine in Carbon proper was abandoned at the same time, but No. Six Mine was opened near No. One and proved productive enough to demand the services of the workers from No. Five as well as from the No. One Mine. Through this period the Lancashire men continued to predominate in that collection of mixed nationalities. With the opening of No. Six Mine production was further stepped up and more men drifted into Carbon, stores began to multiply along the south side of the tracks and more houses were built on the hills. The most of the houses were still made of planks set on end, with flat or sloping roofs covered with dirt. These roofs were subject to a number of hazards, including the danger of washing away during the heavy spring rains.

As soon as lumber could be brought, the Beckwith-Quinn Company erected a new store on the other side of the tracks, of better material and construction than the old one, and most of the other store-keepers and home-owners followed their example. Out of the ashes of old Carbon rose a new, more substantial town. The fall of that same year, the rebuilt town was incorporated, and John Lewis was elected the first mayor. Mayor Lewis took steps to prevent a repetition of the fire by passing an ordinance which required all buildings to have brick chimneys, and which further forbade Carbonites to have stovepipes sticking out of the roofs. A second safety measure came in the building of a water tank at the abandoned No. Five Mine site, and the laying of a pipe line from it to Carbon.

Even before its incorporation as a village, the camp possessed to an astonishing degree that quality the French call "esprit de corps." For years afterwards, miners who lived in old Carbon were to remember the camp with affection and fierce loyalty. Today, scattered throughout Wyoming and the west, associations of former Carbonites visit the ghost town each year to decorate the cemetery for old time's sake.

There is even a saying about it: "Once a Carbonite, always a Carbonite." Hear Sam Dickinson, of Hanna, who left England to come to the Sweetwater country, and who was clerk in Carbon in 1886:

> "There never was such a town — we never had cliques or factions, we were Carbonites, and if anything needed to be done for Carbon, we all pulled together to do it."

The saloons of the camp, like the "poor men's clubs" throughout the country, were ever the center of much activity and excitement. It was to them that the cowboys from the adjoining country would ride on their days in town, and it was there that they would spend all day and half the night playing poker, winding up their celebration by tossing twenty-dollar gold pieces at cracks in the floor or in the unpapered walls of the saloon.

The stories told of Carbon's saloons would match the wildest of barrack-room ballads of any country. Even Kipling could find rare experiences in old Carbon. With his foot on the bar rail, one hand conveniently near his holstered gun, cowboy would face miner across the dim room, thick with smoke and the smell of hard liquor. The combination of cowboy, miner, and whiskey often resulted in a shooting. There was no inequality in the feud, however. The town might be a mining town, but the state was a range state, nine tenths of it being given over to cattle and bronco ponies, and later to sheep, and the cowboys could easily match the miners in numbers.

A familiar anecdote of cowboy-miner fracas is the story of young George R. Hunter and Ben Carter. Hunter, who was then in his early twenties and had been a resident of the camp for a year, was given the chance to become a bar tender in 1883. Because he was not a drinking man, Hunter was offered a good salary by Michael Quealy to help Quealy's brother, Lawrence, run the famous Jim Ross saloon, which Quealy planned

to buy. Hunter had a level head, a quick eye, and a pair of hard fists. He needed all of these before he was through. One night Ben Carter, a Texas cowboy who had recently come to the camp, became abusive while in the saloon and Hunter had to slap his face to quiet him. Carter, without his gun, accepted the slap docilely. Several days later, as Hunter was entering the saloon, Carter rode up behind him on a saddle horse, pulled one of his forty-fives, and said, "Bring me a bottle of whiskey. If you don't, I'll ventilate you." Hunter got the whiskey, returned to the doorway and holding the bottle up for Carter to see it, fired a shot over the Texan's head. Carter did not stay to exchange shots with Hunter, but turned and galloped out of camp. He rode almost to Rawlins before coming to a cow camp tent pitched on the prairie, in which a cowboy was lying down.

"Get up out of there and get me something to eat," Carter snarled.

"There's plenty of grub," the cowboy returned. "Get it yourself."

Carter's reply was a shot that killed his host. He was caught and hanged in Rawlins.

Another of Hunter's exploits was with a burly Irish gunman who had been run out of Trinidad, Colorado, another mining camp. The Irishman's first act in Carbon was to force Lawrence Quealy (an Irishman himself), at the point of a gun, to blow the froth off the gunman's beer. The gunman returned when Hunter was on duty, prepared to repeat his stunt. He ordered beer and said:

"Blow off the froth."

"I'm not doing that kind of work," Hunter drawled.

"I made your partner blow it off last Sunday," the gunman said, "and you're going to blow it off tonight or I'll blow your head off."

In his year in the camp, Hunter had become the champion wrestler. In a flash he snatched his gun from under the counter where he kept it handy. At once he realized that he could kill this bully. He had the drop on him, but in his own mind he would be committing cold-blooded murder, even if it were justified. In the same movement that raised the gun he dropped it, swept up the nearest empty beer bottle, cracking the thug across the jaw with it. Following up a good beginning, he vaulted across the bar, knocking off the water cooler as he went, to clinch with the Colorado bully. Bartender and desperado fought across the saloon, out of the door, and as far as the railroad tracks, before the gunman weakened and called: "For God's sake, boys, take him off! He's killing me!" The men in the camp wanted to hang the visiting thug, but Hunter refused to allow it, and escorted him to the train instead.

Incidents like this were a part of the ordinary give and take of life in the mining town saloons. One day when he was Mine Superintendent, Thomas Quealy had to enter one of the saloons at the risk of his life. The fighting Irish in the camp had been on a two-day rampage, holding up

work at the mines, doing a little shooting in the streets, putting all the residents in fear of the ultimate consequences. Quealy wired for the sheriff at Rawlins to come to Carbon and end the disturbance. A deputy arrived and undertook to make a few arrests at the saloons where the men were congregated, but he had no more than started before he found himself manacled with his own handcuffs and locked in the saloon's back room. Quealy then took it upon himself to bring peace. He thrust a pistol in his pocket and walked into the saloon. Mike Fox, one of the ringleaders, stood inside with a gun. Quealy drew his gun and said to Fox, "Mike, you go on home!"

"You can't make me!" Fox snarled back.

Both men faced death for a moment. If one shot, the other's gun would be discharged. However, common sense at length filtered into Fox's liquor-fogged brain and he shoved his gun into his belt and went home. The disturbance was ended.

In 1883 the Carbon saloons had a visitor whose name is familiar to any follower of western lore, Calamity Jane. Her lover, Wild Bill Hickok, had been killed several years before. Now she was in her thirties and looked twice her age. The mark of long days spent in the sun was burned deep into her hard, weatherbeaten face, and her strong, broad body testified to days and nights in the saddle. She boasted that she could stand up to any man in working, shooting, horse riding, or whiskey drinking, and she did not hesitate to put her boast to the test. Her greeting to the men she knew as she strode into the saloon on her visit to Carbon was "I think it's about time we had a drink."

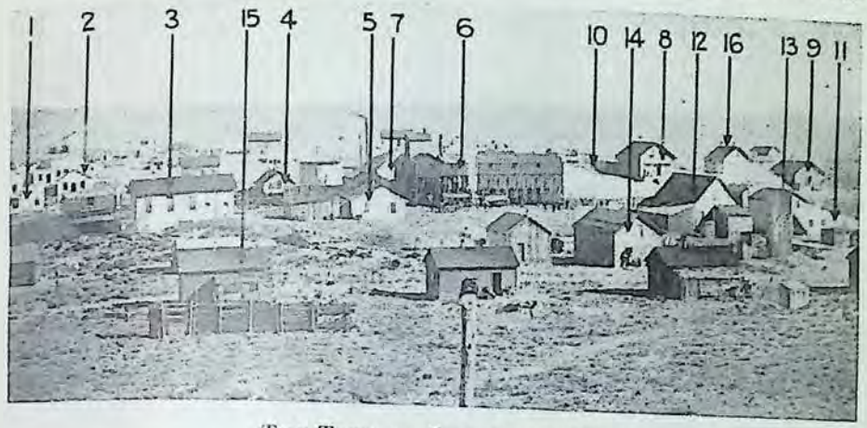
She took her whiskey neat. The bartender asked, "Do you want water for a chaser?"

"No," laughed Calamity Jane, "I'll take the same for a chaser." And while the hard-drinking men in the saloon watched, she poured the whiskey nonchalantly down her throat.

In a town where liquor was dispensed by six saloons and miners and cowboys dominated the community, there was need for some check on lawlessness that often ran to murder. Carbon justice in those days was both swift and primitive. There was the case of "Dutch Charlie" and "Big-nose George," who killed two Carbon County deputy sheriffs. "Dutch" and "Big-nose," members of a gang of train robbers, were trailed by Deputy Sheriffs W. Vincent and Thomas Widdowfield as far as a recently abandoned campsite on Rattlesnake Creek near Elk Mountain. While the officers examined the embers of the campfire, they were shot and killed from ambush. Widdowfield was buried in Carbon Cemetery, his friends erecting a monument over his grave.

After considerable detective work, two La Fevre brothers captured "Dutch Charlie" and marched him to the jail at Laramie, from whence Sheriff James Rankin started with him back to Rawlins, the county seat

of Carbon County. The train was to stop at Carbon for coal and water on the night of January 23, 1879. Every boy in the camp knew the train was to stop there, and they also knew the kind of reception planned to greet Sheriff Rankin and his prisoner. For many years they were to tell of their disappointment because their fathers ordered them to bed. Every available man in the camp was at the depot when the train pulled in. A number of them took charge of the engine and refused to allow the crew



THE TOWN OF CARBON IN 1875

1. *The Wyoming House.*
2. *Bob Jack's Boarding House.*
3. *Railroad Depot (See Footnote).*
4. *U. P. Coal Co. Blacksmith Shop.*
5. *Jim Ross' Saloon.*
6. *U. P. Railroad Coal Chutes.*
7. *U. P. Mine No. 1.*
8. *Wardell's Store.*
9. *Superintendent Robinson's Residence.*
10. *Telegraph Pole on which "Dutch Charlie" was hanged.*
11. *John Milliken's Boarding House. I. O. O. F. Hall in upper story.*
12. *U. P. Coal Company Store.*
13. *Air Shaft of No. 1 Mine.*
14. *Clay, Davis and Bangs' Meat Market.*
15. *Residence of John Jost.*
16. *Birthplace of T. H. Butler.*

Note—It was in this building (No. 3) that Mr. Calvin, later Vice President, Union Pacific Railroad, was telegraph operator.

to continue, while another group was dispatched to search the train for the sheriff and the desperado. The work was performed with grim efficiency. "Dutch Charlie" was hauled off the train and down the road toward the Beckwith-Quinn store.

"Men," he pleaded, as he was hustled down the street, "I know what you're planning to do, but give me a sporting chance. Turn me loose and shoot at me. Don't string me up!"

However, the deputies he had killed had been popular men. They had been given no sporting chance, and the enraged Carbonites were not in a mood to deal better with "Dutch Charlie." They hanged him from a cross-

arm of a telephone pole, a little Swede kicking the barrel from under him to plunge him to his death. The miners' sons who had been sent to bed early the night of the lynching were out before breakfast the next morning. They ganged about the swinging body of the killer and took turns whirling it until the rope was knotted, then watching while it spun in the other direction as the rope untwisted.

In July, 1880, "Dutch Charlie's" confederate, "Big-Nose George," was captured in eastern Montana by the Carbon County sheriff. A masked mob held up the train on which the sheriff was taking his prisoner to the Rawlins jail and forced the train-robber to confess his part in the murder of the two deputies. "Big-Nose" was sentenced to be hanged on April 3, 1882. A week before his sentence was to take place, while being held in the county jail at Rawlins, he overpowered Sheriff Rankin at dinner. Mrs. Rankin discovered the escaping prisoner, slammed the cell door and ran to the jail steps where she fired her husband's revolver into the air. Gathering at her signal a number of men trooped into the jail and took the prisoner outside. He was forced to climb a ladder which was set up against a lamp-post and told to jump. The rope broke! Not to be cheated of their victim, the murderer of their friends, the angry crowd shot him to death.

Three years later a gunman caught in Montana was suspected of being a member of the old "Dutch Charlie"-"Big-Nose George" gang. The prisoner was brought to Omaha by steamboat and there placed aboard a train. An informant in North Platte sent word to his friends in Carbon of the gunman's supposed identity, and a necktie party was arranged. When the Carbonites stopped and searched the train on which the gunman was supposed to have been riding, they found neither prisoner nor sheriff. Warned of the Carbon mob's intentions, the officer and his charge had left the train at Laramie. Later the gunman was proved innocent of membership in the train-robber gang and of participation in the murder of the two deputies. The dramatic exodus of "Dutch Charlie" and of "Big-Nose George" from the Carbon vicinity illustrates one of the principal reasons why it was quite as safe to handle the big pay rolls as if the money bags contained canned beans. It explains why D. O. Clark, as chief clerk for the Wyoming Coal and Mining Company, would fearlessly carry an entire month's pay roll in the safe in his business car during Carbon's early years, and why he parceled out that $150,000 and more to the miners from the car's rear platform unguarded. A train-robber might plan to buck the law and dare the skill of pursuing officers, but what man in his right senses would provoke the fury of this mob of miners? No, the pay roll was quite safe. The car could remain on the sidetrack a week and still be undisturbed. Its security rested with the long, patient line of miners, each man waiting for the price of a month spent underground, a month with pick and shovel and a miner's dim light. These men were their own police.

Clark never had, it is said, to ask a miner's name; he knew them all. But he did not call them by their first names as he dealt out their pay envelopes, nor did they call him by his. He was "Mr. Clark" to everybody.

The men had deep respect for him, and when he dropped the heavy envelopes into their palms they knew it was unnecessary to count the gold pieces that made up their wages. Clark invariably gave them the right amount to the penny. In later years Clark did not bring the pay in person, but sent it out by train. The train crews would dump the money sacks on the depot platform, from whence they would be picked up by the store clerk and hauled in a wagon along the tortuous road that wound from the depot, dodging the holes where old mine workings had caved. The sacks were handled as casually as chunks of coal; one sack was lost one winter evening in a snowbank on the platform, and was found the next morning as a miner shuffled through this same snowbank.

A contemporary worker of D. O. Clark, who, like Clark, was to become a power in the company, was E. E. Calvin, at that time telegraph operator and depot agent at Carbon. As a young man in Carbon, Calvin was liberally endowed with a fund of vitality, and with that particular kind of ingenuity that can make a practical joker terrifying to his friends. In spite of the fact that he was perfectly equipped to be a successful madcap, Calvin led a serious life, working long hours, to retire as early as he could. Calvin roomed with another young man, who kept the same respectable hours that he did, but the two had a third bunkmate in their living quarters, a gay and irresponsible lad who had set his mind on extracting all the pleasure he could out of every day and the first half of the night. It was this fellow's custom, when his evening's fun was over, to come merrily home, storm into the bachelor quarters, clump across the wooden floors, hum happily while he jerked off his clothes, and leap into bed with a bounce that made the springs protest. His awakened comrades could complain as much as they pleased; their grumbling went unnoticed. But one night after he had bounced into bed he bounced out even more quickly, and never again did he indulge in the sport of awakening his sleeping roommates. His reform dated from the moment his feet rolled under the covers. In the bottom of the merrymaker's bed Calvin had thrust the carcass of a frozen hog.

In later years Mr. Calvin was to work his way to the presidency of the Union Pacific Railroad Company, later serving as Vice President of Operation, from which office he retired in 1928 to make his home in Los Angeles, California. He was one of the many men who in their youth got their start in Old Carbon, coming to the town when it was a mere mining camp, and through industry, ambition and good character, coupled with mental alertness, his future was assured from the beginning. When the great earthquake and fire that devastated San Francisco came April 18th and 19th, 1906, with its loss of 452 lives and property damage of $350,000,000, Mr. Calvin was in charge of the Southern Pacific Railroad properties. It was on his competent and tireless shoulders that the work of restoring transportation fell, to be carried out with promptitude. During the Great War Mr. Calvin served as Regional Manager of the Western Railroads under Mr. C. R. Gray, Director of Operation, a work he car-

ried out with the efficiency that governed his working life. Mr. Calvin passed away on March 17, 1938, leaving thousands of his early associates to mourn his death.

Carbon in her heydey fostered some of the then most richly producing mines in southern Wyoming. After taking 6,560 tons of coal out of the Carbon earth that first year, in 1869, the miners took five times that amount the year following, and the yield for the next twenty years continued to increase with the opening of new mines. As was to be expected, mining operations did not progress without a number of setbacks, including explosion and flood. The first year after No. One Mine was opened, an explosion of gas occurred there. Fortunately for the workers, this happened on a Sunday when no men were underground. That same spring floods came rushing down the hillsides, causing the mine to cave to the surface, allowing the torrent to pour in. Women of the camp worked furiously sewing burlap together to make sand bags, while the men ran with them to the mine to hurriedly build dykes. Darkness found an exhausted camp, the wives with swollen, bleeding fingers, the men with aching backs. In spite of the rescue work, the mine was flooded, and months went by before it could be dewatered and production resumed.

THE CARBON FIRE DEPARTMENT OF 1887

Top row, from left to right: Cuthbert, Hastings, John Butler, Cap Hughes, Isaac Ames, Peter Travis, John (Deacon) Jones, John Gabott.

Middle row: John Maxwell, James Watson, James Arthur.

Bottom row: Billy Jones, Robert Warberton, Duncan Carr, Joe Sheffiel, George Benson, John Brown, John Mates, Wm. Powell, Bruno Stevens.

Wardell also experienced a succession of labor troubles. Many of the men were members of the Knights of Labor, an organization that preceded the United Mine Workers of America, with T. V. Powderly later becoming its national president. Several strikes took place at Carbon, during one of which, in 1871, the workmen deserted the town, leaving only the storekeepers to keep the empty buildings company. The settlement which ended this strike produced only a temporary peace, for three years later another general strike further delayed progress. In addition to having to cope with labor problems, Wardell was finding it impossible to please his superiors, the directors named by the Federal Government to sit on the board of the railroad company. The Government directors were firmly opposed to the leasing of the railroad's coal lands to a private contractor, and in their annual reports they described the lease as "an inexcusable iniquity," charging that the prices the railroad paid for coal were extortionate. Among other assertions, the Government directors claimed that the lease established a fuel monopoly in Wyoming, that private individuals and prospective industries along the railroad needed cheap fuel, that the lease stifled competition and therefore kept the price of the fuel high, and that the monopoly should be broken so that local industries could be built, production could be stimulated, and the railroad could profit from an increase in traffic due to an increase in business along its line.

Plagued from two sides — on the one side by its contractor's labor troubles, which made the supply of coal uncertain and costly, and on the other by the Government directors who desired the company to handle its own coal production — the railroad found its position untenable. Thus, in March of 1874, the railroad took over its coal properties, creating a Coal Department, and for the man to head it, choosing D. O. Clark, that stern human machine who had been handling his duties as chief clerk so efficiently. Clark, relieved of his duties in Omaha, lost no time in setting out for Wyoming to supervise personally the transfer of all mining properties into the hands of the railroad. The only real difficulty he had in completing the transfer was with Wardell's brother, Jack, who was operating the company store. Clark was unable to force him to turn the store over to the railroad, even though the Wardell stores in other coal camps had been turned over to the railroad without question.

The railroad position was upheld in the courts when Wardell brought suit, and with the acquisition of the Carbon store, the railroad found itself in undisputed control of all its mining properties and free to push ahead with its plans for expansion. The need for this expansion by 1880 had become acute. The railroad company and the industries which were being established along its line needed coal and they needed it without delay. The company sent out crews to prospect and open new mines. This expansion caused a sharp rise in the expenditure of the Coal Department, but, despite this increase, the price of coal to consumers was reduced twenty-three cents a ton. Referring to the price adjustment in his report for 1880, the President of the railroad company said:

"Realizing the fact that cheap fuel is an important element in the development of mining and manufacturing interests, as well as agricultural interests, in a section of the country where wood is expensive, the company has adopted the policy of furnishing coal to consumers along the line of its road at a small advance over the cost of mining and transportation."

Mine No. Three, opened on the same seam as No. One, had been abandoned. Some years before the workers had moved to town from the site of abandoned Mine No. Four and the worked-out Mine No. Five. In 1890 Mine No. Six was worked out and abandoned, leaving only Mine No. Two, which had been opened in 1868 by John A. Creighton, of Omaha, and later taken over by Wardell. John A. Creighton laid the foundation of a great fortune in the carrying out of construction contracts, including the building of telegraph lines for the Railroad Company, to later open the second mine at Carbon. Mr. Creighton was a very devout churchman, leaving a monument in Omaha in Creighton College, a Jesuit institution established in 1879. This beneficence together with his second memorial, Saint Joseph's Hospital, Omaha, won for him the Papal title of Count. Creighton had dug straight into the seam where it cropped out of the ground, going forward several hundred feet on the level before he turned to follow the dip of the coal. Mules hauled the coal cars up the slopes, one at a time, and then two or three cars were hooked together and were hauled out on the level entry. Begun at the same time as Wardell's No. One Mine, No. Two mine proved to be the longest lived of all the Carbon openings. At one time it was temporarily abandoned, but in 1886 a system of tracks was laid in the mine, a new surface plant was put in place, and the mine continued producing heavily until 1890. At that time new difficulties were encountered. Concerning these difficulties, Superintendent G. W. Megeath of the Coal Department, said in his report for the year 1891:

"On account of crowding the output during the winter of 1890 and 1891, the working places for men were becoming very scarce. The field to the southwest of this mine having been proven nearly worthless in the face of the workings extending in that direction, and the field to the south having also been found in the same condition, it became necessary either to find some good coal in the southeasterly direction or to abandon the mine in the course of a year. During July a drill hole was put down and a vein seven feet and six inches thick was found, and the life of the mine by this find has been extended about three years, the coal found being on a dip necessitating putting in an engine to hoist the same inside the mine."

No. Two Mine continued to be the only mine in the town until 1899, when No. Seven was opened. The coal in No. Two was beginning to play out and the coal in No. Seven was found to be of inferior quality. In the same year that No. Seven Mine was opened, the railroad surveyors found

an easier grade for their main line tracks than the one passing through Carbon, the new line leading through Hanna. Previously the coal mined at Hanna had been hauled on a spur track to Carbon. In this year the new line was established and Hanna was placed on the main line and Carbon found itself on a spur. While with the old and heavy grade it had been necessary to keep a helper engine at Carbon to assist the regular engines to pull their trains up Simpson Hill, no helper engine was needed at Hanna.

Knowing that the days of Carbon were numbered, the company offered its Carbon miners work in other of the Company mines, and many of the men accepted, moving their families to Hanna and Rock Springs. Others refused to believe that the Carbon field could be playing out, and made strenuous efforts to have the railroad's main line brought back to their beloved town. Carbon's loyal sons could not realize that the same little town was nearing its last days. The company operated No. Seven Mine until its coal became of such poor quality that it would not maintain steam in the locomotive boilers. Prospecting had shown no other good mine locations, and the area had been proved to be full of bad faults, which made it expensive to mine even good coal.

No. Two Mine sunk by Creighton was closed in 1900, and No. Seven, the last mine, was closed two years later. Although Carbon had officially become a "ghost town" with the closing of her last mine, several of the townspeople clung to their homes and to their memories of the busy, boisterous days of the seventies and eighties. They decided to live on their savings until the railroad should come back. John Milliken and his family stayed on after all the others had deserted the town, but an occasional sheepherder or traveler was his only customer. At length even Milliken was persuaded that the town was finished, and he and his family moved to Hanna. Perhaps Milliken was right when he stayed on in the silent streets of the empty town. Perhaps in some essential way the town was not finished at all. Certainly its spirit lives today, enshrined with loyalty and affection in the memories of all former Carbonites, a "ghost town" that will never die.

All that remained of the last landmark of Old Carbon in 1929—The Old Milliken Opera House.

CHAPTER V.

Rock Springs, That Grew Into a Great City

Tells how Blairtown and Rock Springs came into existence, of Archibald and Duncan Blair, of the first school and the early teachers, of Bitter Creek that served as an inspiration for the poesy of the miner's Poet Laureate, David G. Thomas, whom the Chinese loved and called "Davy Tom." How Dr. Woodruff became the town's first doctor and how he had to fight to stay. How came the first bank run by Augustine Kendall, that later became a link in a banking system that now extends over three states. How a gentle, kindly woman taught the Sunday School, and the young girls to "speak pieces," and to love her. How two Finns shot up the powder magazine on July 17, 1891, both of whom in a split second, passed into "Kingdom Come." Of the first fire company and how "Geordie" Young induced a sewing machine agent to put Mrs. Young's sewing machine together.

IN 1849 the old Immigrant Trail was routed to pass through southern Wyoming. These were the days of the "Argonauts," when covered wagons rumbled heavily over the rough roads, a gaunt pioneer man on the board seat in front, with his wife by his side, the reins in his hand, and the back filled with a bevy of shy, brown-faced children, bound for California and the gold-coast. The Government sanctioned the establishment of an Overland Stage Station here in 1850, to be situated close to a spring among the rocks. Accordingly the stage company built a very primitive rock hotel to serve as a resting place for the stage passengers. One of the chief duties of the station agent was to keep ready fresh teams of four and six horses to replace those that thundered in with the careening stage.

A little later, Archibald and Duncan Blair, brothers, coming from Scotland to the western United States, engaged desultorily in gold mining and trapping, in northern Wyoming. In 1868 they conceived the idea of locating permanently at the rock springs, since it was a logical stop for the stage. The present town site of Rock Springs was then a mere sage brush, greasewood, and alkali flat, over which roamed herds of antelope, now almost extinct, and flocks of sage chickens. Over the plains in the vicinity were scattered former Indian camp sites. Not a very inviting place to settle, it would seem, but the Blair brothers were hardy and adventurous and, moreover, they were badly in need of funds and had little choice. Duncan became the official station agent, but, assisted by Archie, he so managed that this task occupied only a small part of his time. With the railroad surveyed to come through this section, they knew there would soon be a market for coal. So they opened a coal seam nearby.

After completing their first test mining, they erected a three-room building near their mine to provide their own living quarters, their mine

office, a store and a restaurant. This camp they called Blairtown, they being then the principal, and indeed the only residents. During 1869 they employed many men who made homes for themselves and their families, first in tents or dugouts on the hillsides. They constructed a slaughter-house and a stock corral of poles and rough lumber. Several small cattle ranches located in the vicinity furnished meat, and the prairies abounded with antelope. The railroad had come at last, bringing with it the real impetus for coal mining in Wyoming. Business prospered and the population moved from their crude, inadequate homes, to buildings of rocks planned to accommodate their families in greater comfort.

At the same time that the Blairs were making their overtures in coal mining, Thomas Wardell was operating the mines at Carbon quite profitably. Anxious to branch out, he sent his brother, Charles, and William Mellor west to locate sites for additional mines. They did some prospecting work at Black Buttes and Hallville, the last a camp operated by a subcontractor on the railroad, and they did a little mining at Point of Rocks. But their efforts met with little success, so they traveled still farther west. Near the Rock Springs station they found a bluffy, barren waste where outcrops of coal could be traced for miles. Here was the place for a number of mines! Accordingly, in 1868, they brought in men from Missouri, the Wardells' home state, and set about opening Mine No. One, in the valley some distance east of the Blair workings. They called their camp Rock Spring. Not until considerably later was the "s" added to the name. The records of The Union Pacific Coal Company credit Rock Spring with loading 365 tons of coal that first year. Number One Mine came in as a substantial producer in 1871, and on the output and quality of Number One the village rode into place, the output sufficing not only to protect the demands of the little eight-wheeled locomotives, with huge bonnet-like smokestacks, but likewise it served to keep warm the settlers who were then moving rapidly into the great plains country to the east.

The First Dwelling House erected in Rock Springs, in 1870, where now is Adkison's Tailor Shop on Front Street. This was the house of Superintendent W. H. Mellor. In the picture are Charles H. (on rocking-horse), William, Miss Annie Mellor and Mr. and Mrs. W. H. Mellor. As the town grew, this house was moved back to Fourth Street.

The mine grew in production rapidly; more and more men were being employed. Like the first settlers of Blairtown, the first mine workers burrowed into the steep banks of Bitter Creek for

the foundation and some of the walls of their homes. The first frame house located near the Wardell mine was not built there, but was a structure moved there from Point of Rocks by William Mellor in 1870. In that same year Joseph L. Young and John Jarvie built a store and saloon building on the north side of the railroad tracks. The first school was located on the second floor of this building. The first teacher was Mrs. Osborn, who was succeeded in time by a Miss Holliday.

A view of No. One Mine Tipple at Rock Springs when first constructed.

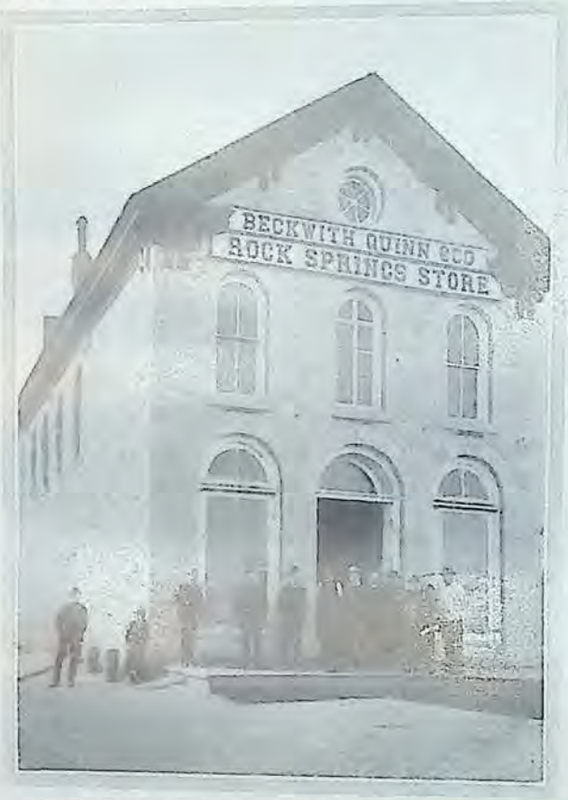
The first real schoolhouse, which was a small, one-room frame building, was built on the lot just north of the present Junior High School building. The first teacher in this building was Mrs. James Tisdale. As the attendance grew, it was necessary to add another room and to employ another teacher. Mrs. Mary A. Clark, who later became city librarian, took the position as the second teacher. Other teachers in the early days of the school were Mr. A. O. Clark, Miss Hattie Smith, and Miss Emily Rankin.

In order to take care of the younger children at No. Six Town, a small school building was erected at the corner of "M" Street and Pilot Butte Avenue, and a Miss Nelman Treasure was the first teacher. With the increase in enrollment, two more teachers were added, Miss Dixon and Mrs. Mary A. Paterson. Mr. A. J. Matthews was appointed Superintendent when the old rock school was completed, and he held this post for many years.

The first high school class of six members was graduated in 1896. At the same time a school building was under construction at No. Four Town. About 1906 a small building was erected on West Flat to take care of the pupils in that part of town. The present Junior High School building was erected a little later and served as the high school for several years. The buildings at the present time are the Washington, Roosevelt, Lowell and Yellowstone grade schools, the Junior High and the Senior High Schools. What a pity it is that more complete records of early day people and happenings are not made; however, all pioneers find themselves so engrossed with their day by day struggles that the future historical value of current events is not, and perhaps never will be, anticipated. When reference is made to the development of mines by numbers, it should

be remembered that the mines established the geological numbers of the coal seams. For example, No. One Mine was sunk on the No. 1 Seam, No. Six Mine on No. 6 Seam, etc. Out of this situation arose the present day seam designations, which strangely range numerically both up and down from the No. 1 Seam.

The first building put up by Wardell to serve as the mine office, store, and post office, was of stone and was situated on the south side of the tracks. The post office had been moved from Blairtown to this building. The building is still standing and yet occupied.



First Store Building in Rock Springs, still standing on South Front Street.

Extending westward from the Wardell building a row of three-room houses was built. Some of these houses were strong enough to have served as forts, their walls constructed of two-by-fours laid one on top of another. Others had walls of twelve-inch boards standing on end with strips covering the cracks between the boards. Still others were built in Omaha, shipped to Rock Spring and assembled on the site. When in 1871 George L. Young opened Mine No. Two, another group of houses sprang up on the hill a short distance to the west of the first group around the original Wardell building.

The railroad station was yet at Blairtown — a boxcar set alongside the tracks — but when the residents of Rock Spring thought the depot should be at Rock Spring, the railroad moved it eastward on flat cars to a site midway between the present freight and passenger depots. This transfer started an influx of Blairtown miners and their tent homes to Rock Spring, until by 1875 the population was 1,000. Then the town grew

as Topsy grew — without direction. Houses were built where the fancy of the builder dictated, and, as a consequence, the streets followed in certain portions a crazy-quilt, zig-zag pattern instead of a definite plan laid out by engineers. This is evidenced today in the peculiar arrangement of the present business section of the north side of the town. The center of population and business followed the creekbed, being located on what is now known as "M" Street and on the connecting section of North Front Street. With no subdivisions laid out to care for new building, buildings were promiscuously built on what later became Bridger and Pilot Butte Avenues and "K" Street.

The home of Mr. and Mrs. Thomas Croft, built of native stone, with Mrs. Croft at the gate and Charles Croft just outside.

Through the years Bitter Creek wiggled, wormed, and squirmed its shifting way through the heart of the village, and though its spring floods bore resemblance to the turbid Tiber, the early settlers, from dearth of money and material wherewith to build, dug into its sheltering banks as a protection against wintry blasts, moving out when forced to by spring and midsummer floods. No provisions were made for sanitation, and all toilets were outside. It was not until 1924 that the city, with a population then of 8,000, was to realize that it enjoyed the doubtful notoriety of being the largest city in the United States devoid of any system of sanitary sewerage. And it was not until July, 1926, that the oft-recurring overflowing of Bitter Creek's turgid waters was to fail to find homes located in its channel.

Rock Springs' poet laureate, the well-loved David G. Thomas, wrote of Bitter Creek in the early years:

"Here's Bitter Creek; an empty thing,
Save when the melting snow in spring
Rolls madly down the mountain's side
And fills its channel deep and wide.
At times it nearly overflows
With dirty water, as it goes
Beyond the home of Noah Walters,
Where it for a moment falters
To proudly view Jock Noble's castle
Before it starts to fight and wrestle
With old bottles, cans, and sundries
Certain men throw in on Sundays,

Mondays, Tuesdays and on all days.
"On it goes — its filthy charges
Dash against old Uncle George's
House on stilts, from which it dodges
Past the stable of Frank Hodges,
By Woll Dickson's humble dwelling;
Chopping, grinding, booming, swelling,
Curling, whirling, onward ever
Till it flows into Green River.
O, Classic Creek! rich in tradition
Of tragedy and superstition;
Your yearly, reckless inundation
Provides the means of sanitation;
Besides, the Lord knows very well
When you have purged yourself of smell
And other things that much displease
You've freed the town of foul disease."

Southerly portion of Rock Springs about 1890. No. Five Mine in foreground

Water for domestic use was hauled by Ed Clegg from the sulphur spring north of the town to the storage barrels that stood before the houses and stores, for twenty-five cents a barrel. Later the railroad hauled water from Green River and Point of Rocks in tank cars and distributed it to the homes and stores at the same cost. The railroad used river water at Green River for its water supply tank there, so it was thought worth while to run a water train daily to Rock Springs. Jack Snyder was the conductor of the water train at that time. The water main from Green River was started in 1887 and completed in 1888.

Mining methods were crude and primitive. The coal was pick-mined, shot with black powder, hauled by mules through the mine slope to the outside, loaded into wagons and taken to the railroad track. As soon as freight service was established, a spur was built to the mines. Coal was then hauled from the mines to chutes built along the railroad tracks for coaling locomotives. Not until 1892 did "Old Timer Charlie Smith," the first electric mine locomotive ever built, make its appearance. Each miner carried an oil lamp with a cotton wick and an iron lamp pick to lift up the wicking, as part of his personal equipment. The lamps gave little light, but much ill-smelling smoke. Old timers tell of witnessing the fantastic flickering light of many oil cap lamps, as the men swarmed across the snow-covered ground to the mines in the early hours of the winter days. Since there were no street lamps in Rock Springs, the men had to wear their cap lamps to work, in order to find their way through the streets. They left home and returned thence in their pit clothes.

These old country miners, most of them from England, Scotland, Wales, and Ireland, were a hardy lot, who gloried in their craftsmanship and were proud of the tons of coal they could dig in a day. Accustomed to hard work in their native land, they did not forget this habit in the land of their adoption. "In those days to admit that one could not shear the coal from either rib was to confess oneself a mighty poor coal digger," the Em-

Old office building at Rock Springs, erected in the late seventies

Man Trip entering No. One Mine, Rock Springs, in 1898

ployes' Magazine of May, 1926, recalls. "The straight shorn ribs of the upper entries of old No. 1 Mine stood for years a monument to their skill." Wages in Rock Springs in the nineties were low, $1.75 to $3.00 for white men, and $1.35 to $1.75 for the Chinese and Japanese, for ten hours' work. Tonnage rates were based on screened coal, no payment being made for the slack, which was largely wasted.

At one time slack coal, then used only as ballast for side tracks, caught fire near the powder magazine of No. One Mine. There was a large amount of black powder in kegs stored in the magazine. When the fire broke out the residents, having been warned, left immediately for the hills. Taking their lives in their hands, a number of miners entered the powder room, hauled the kegs outside, and rolled them down the hill. Their courage and speed saved the mine and the surrounding homes from at least partial destruction.

In many ways the town of Rock Springs grew up like a sturdy but neglected child. No one looked far enough ahead in the early days to see the thriving modern city that was to rise out of the early mining camp. Just as no engineer had laid out the plans for the streets and houses, no judge administered the law in Rock Springs. The people became their own judge, as they had become their own engineer. Sweetwater County extended from Colorado to Montana, with the county seat at South Pass, located on top of the Continental Divide far to the north. In South Pass and other gold-mining camps, the only means of communication with

ner of his coming, and some of his experiences, are told by his daughter in a pamphlet entitled "Annals of Wyoming," published in January, 1931, prepared for the Wyoming State Department of History. The following story is recounted in the doctor's own words:

"The afternoon of the day we reached Rock Springs (Dr. Woodruff was on his way from his temporary home in Lander to Green River with a group of men), they brought in a miner from one of the coal mines who had hurt his back in an accident and was in a serious condition. The nearest physician lived in Rawlins and they were going to send for him when one of the boys in my party said:

" 'Why don't you use our surgeon?'

" 'Bring him over here, quick,' was the reply. 'We didn't know you had a surgeon in your party.'

"Well, I fixed the man up — and let me tell you he was in bad shape when I reached him, but I made a neat job of it and that made me feel mighty good. As a consequence, that next night the miners got together and held a meeting. They sent a committee to tell me they liked my work and would fix me up right if I would stay there. I replied that I didn't intend to remain in the West only long enough to recover from past overwork, and the very most I would do would be to sign a six months' contract, with the understanding that I probably wouldn't stay there after it expired. Well, sir, the upshot was that they accepted my conditions. I went on to Green River, from there back to Lander, and again to Rock Springs, where I started to work the first of November, 1880. My intention had been to stay there six months. I remained ten years as resident surgeon for the Union Pacific Railroad Campany and its miners.

"In addition to my work as surgeon for the Union Pacific, I soon became medical examiner for the Bankers Life Association. an insurance company of Des Moines, Iowa, and still later was appointed medical examiner for the Northwestern Masonic Aid Association. In 1882 or 1883 I was elected superintendent of schools for Sweetwater County. At that time Sweetwater County extended nearly across the state — or rather territory — of Wyoming, and took in what is now Sweetwater and Fremont Counties. The Wyoming Commissioners of Pharmacy was organized on May 10, 1886, with myself elected as first chairman of the organization and Fred P. Shannon as secretary. In August, 1886, I took the examination and became a registered pharmacist. There are still some of the prescription blanks of the Central Drug Store of Rock Springs — J. W. Gates, proprietor — in my old medical case.

"As I mentioned before, the nearest physician lived in Rawlins. He made occasional visits to Rock Springs to care for the sick and was called to attend the more serious cases, there being no doctor there before I came. When this gentleman heard the miners, in conjunction with the companies, had hired me, he came right to town, hunted me up and started to raise hell. He said I was poaching on his territory, and I'd have to get out or he'd have me run out. That made me pretty mad. I told him I didn't consider it consistent with professional ethics for one doctor to treat another as he was doing, that this was virgin territory open to all comers, that it was not my intention to make this my home permanently, but that no man could run me out of town, and as long as I was there I intended to 'make good.' So the doctor went out, hunted up some of his friends among the Molly Maguires and asked them to help him run 'that tenderfoot doctor out of town.' As a consequence, for some little time I was the object of threats and attempted intimidations by the group whose aid the doctor had enlisted. For instance, one morning I was forced to use my gun to chase two big, brawny Scotchmen, brothers, out of my office. Another time a row of 'Mollys' were sitting on an embankment just across the street from the front door of my office. A new rule or law had recently gone into effect making it impossible to get any whiskey during certain hours without a prescription. These men began betting they could get one from me, and finally one of their number was told to 'Go get a prescription from that tenderfoot doctor.'

"I was ready for the fellow with my gun as soon as he walked into the office and opened his head. I made him back up to the wall and sit down on the floor against the baseboard — and I kept him there for a couple of hours, with the men on the embankment outside patiently awaiting the outcome, as though it were a sporting event. When I finally let the fellow go, told him to clear out, his companions jeered and ridiculed him plenty. They kept it up, too, so hot and heavy that before they got through he had to leave town. And still another time a man came in demanding his money because he had not needed my services. I refused to give it to him. He said:

" 'That's all right, Doc. I see you going out of here at all hours of the night and I'm going to lay for you behind some of these piles and some dark night I'll get you.'

"The railroad ran right through the main street of town and they always had a great many ties and one thing or another stacked around.

" 'Well, sir,' I replied, 'now I'll just tell you what I'll do. When I go out I'll have my medicine case in my left hand and in the right pocket of my overcoat I'll have a mighty fine little gun.

and my right hand will be on it all the time. If you're going to lay for me you'll have to lay mighty quiet or else be damned quick about it or I'll wing you.'

"Finally the group of Molly Maguires who were trying to make things uncomfortable for me left me alone. They said:

"'Aw, you can't bluff that tenderfoot out of town. Of course, you can kill him, but you can't bluff him out, and besides it's kind of handy to have a "doc" around'."

There are few of this generation who know much about the onetime much feared "Molly Maguires." This society, secret in character, was organized in Ireland in 1843 to intimidate bailiffs and process servers engaged in collecting land rents from the peasantry. A similar society under the same name was organized in the coal mining districts of Pennsylvania in 1877. The American society, in no way related to the Irish organization, was highly criminal in character, its object that of keeping other foreign born labor out of the coal mines. After a period of murder and arson, the leaders were arrested, tried and executed, ending this lawless organization. It is more than probable that the few members located in Rock Springs came from Pennsylvania, as there is no record of lodge organization in Wyoming.

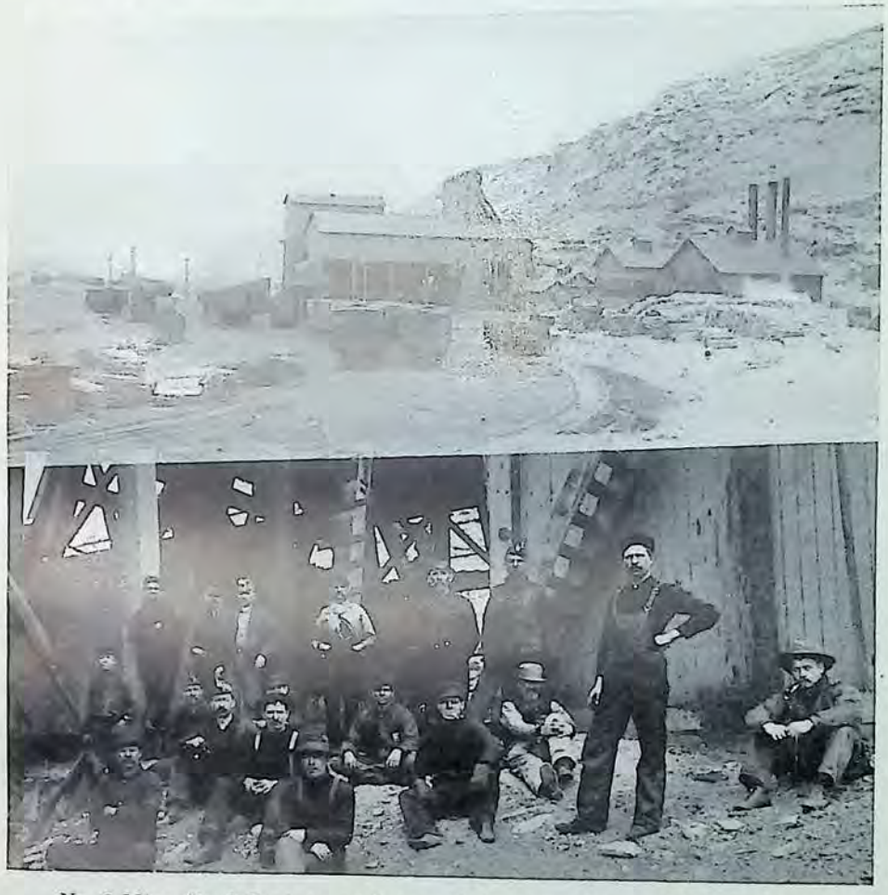
Up to the middle of the seventies, before the Chinese came to Rock Springs in any great numbers, the men made good wages and were somewhat independent, as told by the few men now alive who then worked in the mines. One of these old timers pictures the situation in this manner:

"The miners were getting seven cents a bushel for coal and their work was steady. So they became pretty independent. One of our favorite stunts, when we wanted to go out of the mine and play around a little, was for one of the men to be chosen by the others to throw his cap in the air. If it stayed up, then we stayed on the job. The bosses couldn't do much about it. The line-up of bosses then was about the same as it is now. There would be the general manager, under him would be a superintendent, and under him would be an inside and outside boss for each mine and bosses of the blacksmith shop, the stables, the mechanical department, and others. I was a driver in No. Three. There were no motors in the mines then. There were a few horses, but most of the hauling was done by mules. After the coal company was formed, the stock was improved considerably. There were many mules worth $200.00 a head. The drivers got $2.25 to $2.50 a day for ten and twelve-hour days."

The first bank was organized in Rock Springs in 1887 by Mr. Augustine Kendall, representative of a group of Laramie bankers. An older man in the Laramie bank had been given the opportunity to open the Rock Springs bank but, after looking over the town, he turned down the offer with the comment that "Chinamen are too numerous and white men too

few." Senator C. D. Clark, of Evanston, Wyoming, and Washington, D. C., himself a former officer in the old Wyoming Coal and Mining Company, describing the Rock Springs of this period at an Old Timers' banquet, observed:

"This, then, was the unattractive little town set down in what was practically a desert beside a stream of unsavory reputation, whose waters furnished no refreshment to man or beast. One would



No. 8 Mine, Rock Springs, and some of the men who worked in it thirty-two years ago when this picture was taken. The men are, standing: George Harris (now Deputy Sheriff), James H. Jones (deceased), Geo. Fitchett, Jack Jones, Joe Iredale (1927 President Old Timers Association), Bill Brown, Mark Leasson (deceased), Chris Johnson (Cumberland), Steve Peanuts, Tom Sutton. Sitting: I. E. Lee, Jim Iredale (deceased), John Chokie, Sandy Fletcher, Tommy Twardoski, George Boyer, Johnny Knapp, Erk Wade, John Garrison and Marinus Hansen (deceased).

almost be tempted to wonder if any good could come out of such a Nazareth."

Mr. Kendall, in later years, said that with the "all-things-possible" attitude of youth, he jumped at the chance to organize the bank without having seen the town, and arrived in Rock Springs Sunday, August 1, 1887, to make arrangements. Describing the outlook, he said:

> "You would hardly have selected Rock Springs, in the year 1887, as a town in which to start a bank. Its physical aspect was uninviting, its business houses few, and all outward inducements lacking. Its latent possibilities were not on the surface but were being uncovered."

The opening of a bank there had frequently been canvassed, but always with unsatisfactory results. However, when the railroad announced its intention of bringing water to the town by a pipe line from Green

ROCK SPRINGS IN 1893, LOOKING ACROSS WEST FLAT TOWARD THE CENTER OF THE TOWN

(1) *Main line and sidings of U. P. R. R. Center of Town.*
(2) *Catholic Church.*
(3) *Public School building.*
(4) *Episcopal Church.*
(5) *Congregational Church.*
(6) *Coal Mine.*
(7) *The Finest House in Town.*
(8) *Hotel.*
(9) *Main Street, divided by the Railroad.*
(10) *Cabins on the hill side.*
(11) *Tipple house of Mine Number One. The slope runs for over a mile under the town, to No. 5.*
(12) *Opera House.*

River, the Laramie bankers decided to take a chance. In a town where a good quality of coal was mined and where indications pointed to an inexhaustible reserve for future years, surely a bank could find a profitable foothold. The Union Pacific Railroad's connection with the town and its interest in the mines seemed added insurance. Without further hesitation, the "Sweetwater County Bank" was organized under a state charter, with a capital of $25,000. Rock Springs possessed no suitable quarters for a bank, but Mr. Kendall, undiscouraged, arranged with W. H. Mellor to lease a building which had been used as a butcher shop. The building never completely lost the flavor of its former occupant, for the very walls were permeated with stock yard odor which Mr. Kendall's best efforts failed to eradicate. However, Mr. Kendall was determined not to be handicapped by the primitive conditions in which the bank was housed, and he went cheerfully to work to install fixtures where before sides of bacon and beef had hung. The most imposing of the bank's few pieces of furniture was a mammoth iron safe, containing a steel chest for cash and a compartment for books. Of his early experiences, this pioneer banker said:

> "Deposits didn't flow into the bank in those days when a bank was an innovation. Business came by degrees, after the functions of a bank became known, and we eventually progressed from the zero mark, to the two million one of today. During my first year it was

D. M. THAYER'S RESIDENCE ON SECOND STREET IN 1891

Standing from left to right: D. M. Thayer; Mrs. F. B. Tobin (Lizzie Walters); O. P. Thayer; Mrs. William Smith (Florence Crofts); Mrs. Mary E. Morris (Mary E. Thayer); Mrs. Chas. Outsen (Mary Ramsay). Seated: Mrs. A. J. Whipperman (Nellie O'Donnell); Mrs. A. M. Thayer; D. G. Thomas.

up to me to make a record. A showing of profits could only come by keeping down expenses, so I handled all banking duties, bookkeeping, etc., then cleaned the windows, swept the floors, and polished up the handle of the big front door. The showing at the end of the first year was sufficiently satisfactory to warrant the conversion of the bank into a National Bank under the name of the 'First National Bank of Rock Springs'."

Frank Pfeiffer, bookkeeper for Tim Kinney and Company, came to the bank as assistant cashier. In later years this bank became the First Security Bank, being by that time located in new and better quarters. The original butcher shop became successively the "Navy Saloon" and the site of the Yellowstone Hotel. The Rock Springs National Bank was organized in 1892, and the North Side State Bank in 1912.

D. M. Thayer, the town's first undertaker, came to Rock Springs in the late seventies. Up to this time burials had been of the most primitive kind. At one time the miners had had to ransack the town to find "a woman who could pray" to assist in the burial service. Thayer took over in a competent way and soon became an integral part of the town. He made the coffins when occasion demanded and used the Beckwith-Quinn store wagon as a hearse. Later he was connected with The Union Pacific Coal Company as a clerk in the main office. His greatest service to the town was not, however, a business service, but a social one. Assisted by his wife, Thayer took a leading part in the life of Rock Springs until his death. The couple's gift for neighborliness made them sought by all persons in sickness and bereavement. Together, they organized Sunday Schools and taught the classes. Mrs. Thayer, especially, was active in the town. Said David G. Thomas on the occasion of Mrs. Thayer's death:

> "The house was the shrine where the young girls of that day worshipped, and Mrs. Thayer was the magnet that attracted and retained their love and affection — yes, and to the end of her life."

Much has been said about the deep, gentle kindliness of the woman, but Mr. Thomas summed it all up when he wrote, "She was just naturally good." Mrs. Thayer it was who taught many of the Rock Springs matrons of today to speak their little "pieces" in the school and Sunday School entertainments, when they were still in long black cotton stockings and short frocks. As they grew older, she organized them into a "Young Woman's Marching Club," a club which by dint of strenuous effort became an institution in the town. The young ladies were so proficient in the intricate figures of the drills that they were often called upon to give exhibitions for benefits and other charitable enterprises.

Social life in the town was, however, still in swaddling clothes. Boy Scout and Camp Fire Girl troops were yet to come, and the children of the town relied on the church and the school to give them their only organized amusements. For the older persons there were two dancing floors, where the elite, which included all who knew how to dance, gathered. One

was above the "Fountain," the other above the South Pass saloon on the north side. There a "caller" would shout out the figures for the old fashioned square dances, and there too the miners waltzed and did the polka and the schottische. More informal gatherings took place at the miners' homes, when George Fitchett would sing "Better Than Gold," "Do Leave Me, Harry" and "Coppers Will Turn to Silver," or Davy Thomas and his cohorts would keep a crowd till late at night shouting for more, forgetting the mine whistle that was to blow so soon in the morning.

Major A. G. Griffiths, Grenadier Guardsman and later Drum Major, Rock Springs Band.

Following the Chinese Riot and Massacre of 1885, under an after agreement requested by the Chinese Government, a company of United States soldiers was stationed at the Rock Springs barracks, built to house the soldiers. Society was enlivened by the officers and their families, who entered eagerly into the small life of the town. A club or messhouse, which was in charge of a colored man and his wife, soon drew unmarried business men, coal department officials, and officers from the Post together. The club was well regulated, having the usual staff of officers and directors, including an active steward. Each member took his turn as steward for one month, making purchases of food, and checking and okaying all bills. Describing the stewardship, August Kendall recalled:

> "It wasn't the easiest place to fill, as tastes differed, and too frequently corned beef and cabbage or hamburger with onions, brought howls from those with poor digestion. Dr. Stevenson, Post doctor, was accredited as the best provider and was called upon to do double duty. We lived well, the company a congenial one, and wit, wisdom and wickedness enlivened our board."

For the married men, the saloons took the place of the club. There were saloons of almost every nationality and type. "Uncle George" Harris patterned his saloon and dance hall after those of Leadville and the "wild

west" mining camps. A Finnish saloon was run by Jacob Santala, and Rock Springs was to remember the name of the saloon and its proprietor long after it forgot the other barrooms. A tragic incident struck the memory deep into the miners' minds. On July 17, 1891, Santala and Jacob Hilli, a Finn living at Almy, met in Santala's saloon to talk over the proposition that they should go into business together. They interspersed their conversation with frequent sips from Santala's wares, the sips growing more frequent as the talk progressed, until at length they forgot all about the proposition they wished to settle and in a pleasant glow turned their thoughts to self congratulation. As each man praised profusely his own talents in various fields, the conversation swung to the topic of pistol shooting, and became an argument as to which man was the better pistol shot. Deciding to settle the question, they loaded Santala's pistol, hitched up his horse and buggy, and started with great solemnity for the country to find a suitable target. In order to make the occasion really worth while, they took with them a keg of beer and two flasks of whiskey but by the time they arrived at No. Six Town they discovered they had neglected to bring any drinking utensil with them from which to quaff their beer. Santala pulled up before the home of Richard Johnson and asked to borrow a glass.

"What are you fellows doing with that pistol?" Johnson asked.

"Oh, ve going to shoot," Jacob told him. Santala carefully climbed back into the buggy and drove off in the direction of the powder house, which contained 1,213 kegs of black powder and 550 pounds of giant powder. Bearing in mind his determination to prove himself the better shot, Santala tried a shot at the powder house door but missed.

Seeking another angle of attack, he drove around the powder house and stopped within twelve feet of it. He tried another shot, and this time he did not miss. Almost at once there was left but a giant crater where the powder house had formerly stood. The railroad tracks that ran beside it were torn and twisted. Nearby boxcars and Robert Gibson's stable and henhouse were destroyed and his home was wrecked. Mr. and Mrs. Herbert Crofts had just moved into a newly completed home. The house and furniture were demolished. The homes of the Johnson's, Lewis's, Walters', Irvine's, Chilton's and Goss's, all of whom lived nearby, were damaged. Mrs. Johnson received a scalp laceration, and the eighteen month old Chilton baby received a cut on its neck. Many other persons were in or near the damaged houses, but no one else was hurt. Portions of Santala and Hilli were gathered from as far away as three hundred yards, and parts of the horse were blown one hundred and seventy-five yards.

The event of July 17, 1891, was reproduced in an even more tragic accident which occurred forty-eight years later, in which the lives of five immature boys were snuffed out in a fraction of a second on Sunday afternoon, October 29, 1939, the five young boys, mere children, Walter Valentine Herrera, age 12; O'Dean Grant, age 11; Lawrence Gordon Grant,

brother of O'Dean, age 9; Donald Dwain Cooper, age 8; and David Franklin Chamberlain, age 7.

The five little fellows, carrying a .22-caliber rifle, started out after lunch hour ostensibly to hunt rabbits. A young Chinese boy, John Jew, was with the party, leaving them, however, before 2:15 p. m., when the accident occurred. It seems that the boys ran across a box resting among some greasewood bushes, firing into the box at very close range, the contents unquestionably a high explosive which exploded with such force that the children were literally blown to pieces. The scene of the last explosion was but a few yards from the location of the powder house that

The Coal Department Mine Office at Rock Springs in the Eighties

was exploded by pistol fire in 1891. Few tragedies in the history of Rock Springs caused more sorrow than that in which the five little fellows were destroyed, and the whole city and surrounding district mourned with the bereaved families of the five children.

Another great tragedy which occurred to the employes of The Union Pacific Coal Company was the loss by drowning of four little Girl Scouts in New Fork Lake, Wyoming, early in August, 1928.

The names of the girls who were lost, with their ages, were:

Margaret Minton Card, age eleven,
Minnie Rose Fornengo, age thirteen,
Rena Angeli, age eleven,
Reta Sarah Tolton, age nine.

The bitter sorrow occasioned by this most unfortunate accident was softened by the courageous way in which the fathers and mothers met their appalling loss as well as the fine courage displayed by Miss Aileen McQueen, of Laramie, Miss Josephine Russell of Sheridan, and Mr. Joseph Webb, of Washington, D. C., trained swimmers who saved four out of the eight girls that went down with the boat which foundered.

Writing of the death of these lovely children, Miss Jesse McDiarmid, Editor of The Employes' Magazine said:

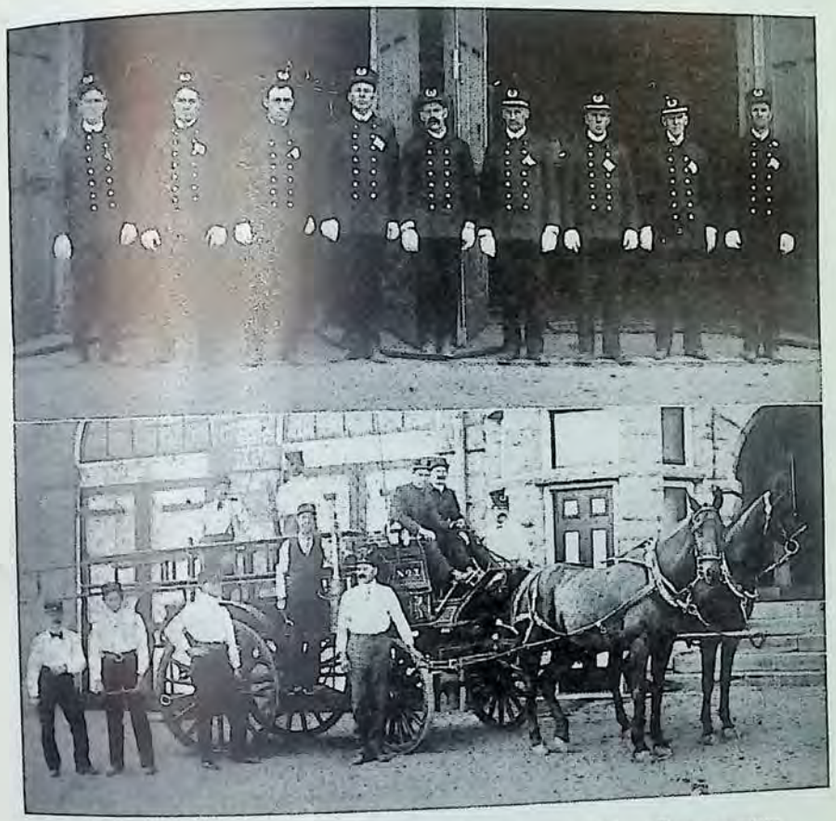
> "Each one of these gone were so needed, were so loved in homes and by parents — and by us who were their troop mates. And death had come, away from their homes and mothers. And we were there and could not save them. The saddest, saddest day we ever knew. But mothers are brave while they suffer and these four were lovely."

Returning to the old days, "The Clark Hose Company," Rock Springs' first group of volunteer firemen, had been organized almost a year. Joe Englewood, now a resident of Pocatello, Idaho, was the chief of the group of twenty-four men. Their equipment consisted of a hand-drawn hose reel and five hundred feet of hose, donated by Mr. D. O. Clark,

Members of Rock Springs Volunteer Fire Department in 1891, with their cherished equipment, a chemical engine and a four-wheeled hose carriage. Reading from left to right, they are Charlie Warren, now with the McCurtain Motor Co.; Chris Johnson, former Master Mechanic at Cumberland; Eric Sweetland, Jesse James, who used to be blacksmith at No. 1 Mine (deceased); Jim Ross (deceased); Jim Ward, brother of Sam Ward, merchant, Rock Springs; Chris Bunning, former Mayor of Rock Springs; Tony Michaelson; Tommy Powers (deceased); Nels Hansen; John Forndran, who was Chief, Rock Springs Fire Department; Peter Eimer (deceased); Joseph Iredale.

And mounted on the equipment, are: Eric Sweedene, William Iredale and Bill Forndran.

then General Manager of the Coal Department. The fire station was housed at Fifth and "K" Streets in a shed ten feet square. Members of the group met above Dawes Drug Store on South Front Street, where the Yellowstone Hotel now stands. The fire alarm was sounded by the whistle of No.



SOME OLD TIME MEMBERS OF THE ROCK SPRINGS FIRE DEPARTMENT

The top picture shows the members of the Rock Springs fire department, taken in 1907. Left to right, they are: Bert Harding, Paul Emerick, Jack Matthews, Bob Watts, Dan D. Potter (Chief), F. A. Schuler, Ed Oliver, Billy Muir, and Frank Cousins.

The lower picture was taken in 1906 in front of the City Hall, and shows the apparatus and the members of the department at that time, who were as follows: Left to right: Dan D. Potter (Chief), Mike Dankowski (present County Sheriff), Frank Rogan (Undertaker), Billy Chipp (on steps of truck), Dr. Davis (dentist). On far side of truck: John Musgrove, Martin Olson and drivers Sam Ramsay and John Forndran. George Wise, standing in back, left of driver's seat.

One Mine, and not the least of the difficulties of the firemen was to locate the fire. In 1892 when No. Four Mine caught fire, former Fire Chief J. E. Forndran recalls, the men could find neither blaze nor smoke. They returned to their homes, only to be called back to the mines, this time really finding the fire, rescuing thirty mules by block and tackle.

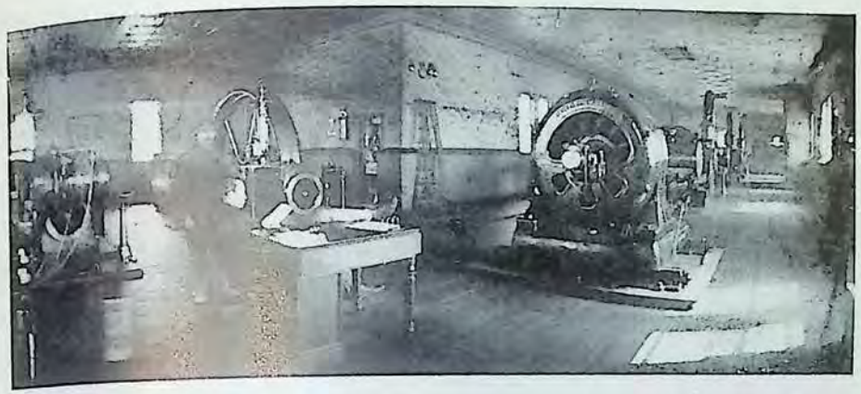
A truly western method of taking fire hose to the nearest hydrant was in vogue at this time. A man on horseback would tie the end of the hose to his saddle horn and dig his spurs deep into his horse's flanks while someone adjusted the reel. The hose would arrive at the fire first. With the advent of the bicycle craze, with eighteen hundred bicycles pedaling sedately about the streets of Rock Springs, the entire fire fighting force deserted the horse for the wheel, and took to the high, narrow saddle of the bicycle. The Clark Hose Company was succeeded in time by "The W. K. Lee Volunteer Fire Company," who chose J. E. Forndran for their chief.

In a February of the early nineties, the minutes of the fire company record this typical notation, instructing "every fireman present to go to the Opera House tonight and help decorate the hall for the dance on Washington's Birthday." "Big fires" and the nights and days of big fires live in the memory of those men who fought them. In 1894 the Edgar Opera House burned and in 1897 the Wyoming General Hospital burned to the ground. All of the patients were rescued and removed to the City Hall. Membership in the volunteer fire corps was no light responsibility; it meant danger, cold, and discomfort to the men who belonged. Once the company was called to rescue a family marooned by flood in a home in Bitter Creek channel, and once the men had to leave a banquet in their best clothes to answer the urgent summons of the mine whistle. Forndran gives us the story of the banquet fire:

THE ORIGINAL ROCK SPRINGS CALEDONIAN CLUB

From left to right: William Young, a brother of John B. Young; Alex (Sandy) Spence; Robert (Bob) Smith; David Muir; Alex (Sandy) Beveridge; John B. (Johnnie) Young.

"It was in 1900. The firemen were serving a banquet in their own hall over the apparatus room, and the banquet was almost ready when the fire alarm sounded. We were in our dress clothes



Interior of Old Power Plant at Rock Springs. Paul Paulson, reading at desk, Joe Marushack (deceased) standing.

and the fire was in No. One slope. We worked for two hours before we got the fire under control, but when we did we went home, changed our clothes, found our wives and sweethearts, and started the party all over again."

Four years later the fire organization was changed from a volunteer

View of extension to power house at Rock Springs. Built by Stearns-Roger Manufacturing Company, Denver, in 1936.

group to a partly paid one, and was named "The City of Rock Springs Fire Department." In 1923 the city built a second fire station on Pilot Butte Avenue at a cost of $12,000, with equipment valued at $20,000. Chief Forndran was for years driven about to fires by his young daughter, Mary.

AN EARLY LOCAL BAND

Photograph of the first Union Band at Rock Springs. Most of the players appearing therein were members of the Union, and many of them were employed in Company mines at Rock Springs. The picture, from best information obtainable, was taken in 1907, in front of the United States Post Office at Rock Springs, on North Front Street, location of the present Smoke House.

Mr. Dutton, Director, in front, with cornet.

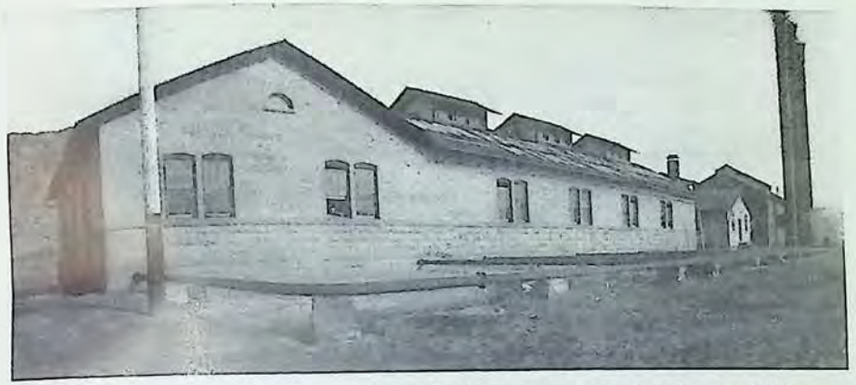
Front row: 1, *Ettore Allais;* 4, *Alex Thaler;* 5, *Chas. Spence, Sr.;* 6, *John Oblock.*

Second Row: 1, *Anton Justin;* 2, *Urban Toucher;* 3, *Wm. Powell;* 4, *James Duncan.*

Third row: 1, *Wright Walker;* 2, *William Symes;* 3, *Jim Symes;* 5, *Arthur Walters;* 6, *Dan Adams;* 7, *Abe Jones;* 9, *Bob Symes;* 11, *George Peterson.*

Back row: 1. *Chas. Spence, Jr.;* 2, *John Highley;* 4, *Ed. Anesi;* 7, *Joe Shuster.*

(Those not identified are unknown.)



Old Power Plant building at Rock Springs; photograph taken in 1901

No account of Rock Springs in the early days is complete without mention of the spirit of the town and of the mine officers and business men who fostered that spirit. Many of the business men began their careers digging coal in old No. One Mine. In this pioneer company were such men as the indefatigable Mayor P. C. Bunning, who turned the course of Bitter

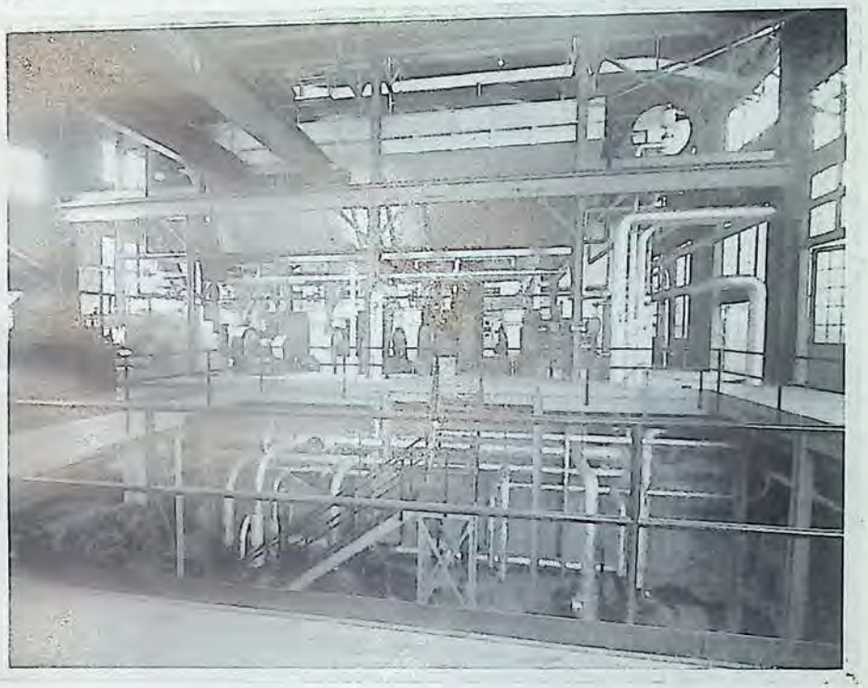
View of 5000 K. W. Turbo-Generator in Rock Springs Power Plant

Creek and brought sanitation and order to Rock Springs; John W. Hay, President of the First National Bank; J. B. Young, of the J. B. Young Mercantile Company; Frank Kershisnik, of the Rock Springs Commercial Company; John Bertagnolli; John Park, of the Park Hotel; Gus Sturholm, of the Finnish Commercial Company, and a host of others. There were some, too, who were neither business men nor officers in the Coal Company, but only loyal employes and workers in the mines. There was James Moon, who was to become the first president of The Union Pacific Coal Company Old Timers' Association. And there were others, like "Geordie" Young, who are remembered not for their accomplishments but for their loyalty and good humor. "Geordie," a Scot who came to Rock Springs when the railroad was still twenty miles away from the town, has become a part of Rock Springs tradition, and old timers love to tell stories of his canny sayings and his shrewdness. A favorite "Geordie" anecdote is the tale of "Geordie" and the sewing machine agent. The agent, a predatory salesman, had sold "Geordie's" wife a sewing machine in bad condition, on the installment plan. After the payment of the final installment, the agent, loath to lose so good a source of revenue, called on Mrs. Young to inspect the machine, and in the course of his inspection, managed to take it apart. Kneeling on the floor, parts of the sewing machine strewn all about him, the agent explained glibly that it would cost at least ten dollars to reassemble them. "Geordie," who had been sitting quietly by, taking in the scene, but leaving this domestic situation to the management of his wife, now dealt himself a hand and moved in on the game. Going to his bureau drawer he took out a Colt forty-five and, returning to his chair, pointed it at the agent, saying, "Now, lad, ye had better get busy and put the old machine together; step pretty lively, and I want to tell ye that it is not going to cost any ten dollars to do the job either." The agent took up the task with trembling fingers, finished the work, and left. Later in the day, when "Geordie" was walking around in the yard smoking a pipe, a neighbor called over the fence, "Geordie, what was the matter with the sewing machine agent? He left your house in an awful hurry." "Geordie" replied with a faint smile, "Come to think o' it, he seemed to be in quite a hurry a' the time he were in oor hoose."

Another "Geordie" story concerns the time the superintendent stopped at the mine entry where "Geordie" and his son were working to ask the time of day, his own watch being in the repair shop. "Geordie" said that he did not possess a watch himself, whereupon the superintendent expressed surprise, "Aye, lad," said "Geordie" earnestly, "if ye had our Jack working with ye for a partner, ye wouldn't want a watch either. He knows when quitting time comes better than any watch that was ever made."

One of the best loved men who ever lived in Rock Springs was David G. Thomas. Born in Pittsburgh, Pennsylvania, on March 2, 1857, he went to work in the coal mines of Illinois at the age of ten, and continued to work at that occupation until 1878, when his health failed. Going west

to Rock Springs, he obtained a place in the Union Pacific mines as a mule driver. He held many positions with the company, some of which gave him the opportunity of becoming intimately acquainted with the Chinese workmen. They regarded him as their best friend and affectionately named him "Davie Tom." For sixteen years he was out of the employ of the company,



View of Power Plant Extension at Rock Springs, pulverized coal burners in background, the pump and condenser pit in foreground.

during which period he served as State Coal Mine Inspector, County and Prosecuting Attorney of Sweetwater County for two years, and Prosecuting Attorney of Uinta County for six years. Finally, in 1912, he gave up the practice of law, which he had studied during his spare time when he worked in the mines, to become Mine Superintendent at Rock Springs, member of the State Board of Mine Examiners, member of the Rock Springs School Board, and Justice of the Peace. He was widely known as a writer of poetry, and published a book of poems in 1916, entitled "Overland and Underground," drawing on his experience as a miner, and on the history of early Wyoming for material.

With men like Thomas, Levesque, the station agent, Ludvigson, the justice, Bunning, and the others, the early Rock Springs was something beyond a desolate desert coal camp. As Senator C. D. Clark told the Old

Timers at their annual banquet, "The old office building had a force that for gayety, clear-cut manhood, and complete efficiency and loyalty has never been excelled in this or any other town."

Today Rock Springs holds nearly 9,000 people within its corporate limits, with Superior, Winton, Reliance, Dines and Quealy as related communities providing 6,000 more, who come in to visit the movies, to trade and to enjoy metropolitan privileges. With a continuous and substantial pay roll, its streets paved, with sanitary sewerage and a splendid water and lighting system, the city with many beautiful homes, and a $350,000 high school building bears little resemblance to the village of sixty years ago.

The Union Pacific Coal Company Store and Office Building, built in 1927 at Rock Springs.

CHAPTER VI.

Chinese Riot and Massacre of September 2, 1885

Tells the story of the Chinese Massacre of September 2, 1885, when twenty-six timid Orientals died by rifle bullet or in the ruins of their burning homes. Of the abuses that led to the riot that died away with the coming of Federal troops, of the Knights of Labor and early day strikes, of Chinese New Years celebrations and the Joss House ceremonies, of a true gentleman, Lao Ah Say, who called in his white friends on a day in February 1898, to receive refreshments and his final farewell before dying the afternoon of the same day, of "Jim," the great "horse doctor" who sailed for his native land in September, 1929, the last of the Chinese pensioners and the last of his race on the Coal Company's pay roll, and how Joe Bow, another pensioner, spent a portion of the endowment given him by the Coal Company to buy a wife who could "cook heap plenty, pletty good." How Lao Hung preferred fighting to cooking in the Great War, now an honored member of the American Legion, who for courage, was invested with the Order of the Purple Heart.

IN many ways the history of Rock Springs is like that of a dozen other mining towns that you could name, neither better nor worse. A pitifully small number of God-fearing clergymen, Catholic and Protestant, supported and sustained by a few spiritually minded men and women, did their best to combat the rude temptations of the town, while the open saloon continued to compete with the gambling den for the dollars that the mothers of little children needed for food and clothing, and up "on the hill" the noise of a rickety piano joined with the obscenity of fallen women. So far, it might be the story of Butte City, Helena, Dawson, Deadwood, or a host of other old western mining towns.

But there is one unique blot in Rock Springs' past that is solely and wholly her own, reminding her of a day of violence and black injustice, when the blood of innocent men soaked her soil and the stench of burning flesh rose from smoking ruins. That day is Wednesday, September 2, 1885, the day of the Chinese riot and massacre.

Chinese workmen, who were to be the focal point for so much bitterness and wrath on the part of the white miners, were not brought to the town until November of 1875. As is to be expected, many rumors have been current ever since then, allegedly explaining why the Union Pacific Railroad chose to import the Chinese. The following account, written by Herman Glafcke, editor of "The Cheyenne Leader" and an outspoken opponent of Chinese labor, probably can be accepted as being as accurate as any that could be found. Editor Glafcke wrote:

"In the autumn of 1875, the railroad company employed about five hundred white miners in their Rock Springs mines. The

company paid a very liberal contract price per ton for mining coal. It enabled the men to earn from six to ten dollars per day, but they worked only about three days in the week. The winter was approaching, and the company required more coal. The writer was present when Mr. S. H. H. Clark, then general superintendent, notified the miners that the company must have an increased supply of coal, requesting them, during the next three months, to so arrange their forces as to produce an increase in output of at least twenty-five per cent. The miners replied that they would consider the matter, and report their decision to him in the evening. A meeting of the miners' union, The Knights of Labor, was called, and after a lengthy discussion it was decided to decline Mr. Clark's request, and not to increase the output. A committee thereupon called upon the superintendent and communicated to him the action of the union. Mr. Clark, naturally, expressed great surprise. Addressing the committee, he said, 'Does your union propose to dictate to this company regarding the amount of coal it is to mine? Do you intend to limit our supply of coal from our own mines, when we are ready to pay the regular price per ton heretofore agreed upon? Do you wish to cripple us in failing to give us an adequate supply of our own coal for the purpose of running our trains, and to supply the needs of the people residing along the line of our road who depend on us for their necessary fuel? If that is your purpose, gentlemen,' continued Mr. Clark, 'I herewith give you notice that in a very short time I will have a body of men here who will dig for us all the coal we want.' This ended the interview, and as no further reply was received from the miners before Mr. Clark's departure the following morning, that gentleman proceeded at once to provide ways and means to protect the interests of the company. Within sixty days three hundred Chinese laborers were at work in the Rock Springs mines."

Clark obtained his laborers through Beckwith, Quinn and Company, whose main offices were located in Evanston, and who operated general stores in all the railroad company's various coal towns. The agreement under which the store had functioned at Carbon was the same as that by which it was run in Rock Springs. The store did not pretend to be the official Union Pacific Railroad store, but merely had an agreement with the railroad company to handle the work of paying the miners' wages. This arrangement proved a great convenience and economy for the railroad company and at the same time established a means for the workmen in the mines to obtain credit at the stores. The workmen could, if they wished, charge goods during the month and have the payments taken out of their pay. The contract for the importation of the Chinese provided for Beckwith, Quinn and Company delivering to the Union Pacific Railroad Company at Ogden, Utah, as many Chinese laborers as the railroad company should require. The railroad agreed to employ the Chinese on its tracks during the summer when they were not needed in the mines.

In protest of this action, a large number of the white miners went on a strike. They were immediately discharged by the company and left town when it became evident that they were not to get their jobs back. Work was resumed, after the strike, with the employment of fifty white miners and one hundred and fifty Chinese. The remaining white miners

Celebration of sacred rites in front of the old Chinese Joss House, Rock Springs, February 7, 1895.

were considerably chastened on seeing the summary manner in which the railroad company dealt with the strikers, and for some time there was no open trouble. From the first the Chinese employed in the mines of the railroad company were given many privileges, and they appropriated many others. This situation proved a continual source of bitterness and friction between the whites and the Chinese, but the coal company made it plain that the Chinese were under special protection and

that injury to them would be punishable by discharge. The result was that, while the white miners might express themselves very forcibly about the Chinese in conversation with other whites, they were very circumspect in their direct contact with the Orientals.

The protection given the Chinese can best be illustrated by an anecdote. One of the mine clerks who had a very crooked nose became abusive to a yellow workman. The Chinese was quick to resent this treatment and called on the superintendent to protest. The latter tried to identify the offending clerk from the workman's description, but the Chinese kept repeating, "I not know his name. I no savvy."

"Well, can't you tell me something about what he looks like, so I can tell who he is?" the official insisted.

The Chinaman's face lighted up and he replied quickly, "Yes, yes, I savvy now," and, pushing his nose to one side with his forefinger, he said, "He allee same this fellah." The superintendent instantly identified the clerk, sent for him and delivered a sharp reprimand. Frequent incidents of this sort built up a deep resentment in the white miners' hearts against the interlopers, a resentment that was none the less bitter because it was of necessity partly concealed. More and more often, as the Chinese increased in number, would white tempers flare up, and sometimes fights would result.

On one memorable occasion a number of Britishers who were engaged in rock work in one of the mines sent one of their number, a Scotchman, out before lunch to have their mine picks sharpened. It was not twelve o'clock, but the Chinese blacksmith was already busily engaged in eating his noonday meal. The Scotchman insisted that his picks be sharpened, pointing out to the blacksmith that the whistle had not yet blown. He put his picks in the forge, and Wo Hung promptly threw them out of doors. This occurred three times, when Sandy, angered to the very core to be thus defied by a Chinaman, knocked the blacksmith down and choked him until he was unconscious. Then the miner hurriedly reentered the mine and rejoined his companions. When the blacksmith returned to consciousness, he set up a great outcry, and the superintendent and other members of the staff rushed into the blacksmith shop exclaiming, "What's the matter with you, Wo? What's happened?" Before Wo could reply Sandy also rushed into the shop, exclaiming, "What's the matter, Wo?"

By this time Wo was beginning to feel better and, glaring at the miner, he said, "You heap smart fellah, you heap savvy what's the mallah. You tellum bossee man what's the mallah." Naturally the officials turned to the miner for an explanation, but Sandy only shook his head doubtfully at them, and replied, "If you're asking me, gentlemen, I'd say the Chinaman has had an epileptic fit. You'll notice his lips are purple, and he's frothing at the mouth, and he doesn't talk rationally. Aye, I'm sure it's

an epileptic fit." Then he launched into a long explanation of a similar case of epilepsy he had witnessed while working in West Virginia. The officials were unconvinced, but the Scotch miner stuck to his story, and they were forced to give up their inquiry.

By 1885 the number of oriental workmen had been increased to three hundred and thirty-one, as compared to one hundred and fifty white miners. The white men, who had maintained their union and had repeatedly agitated for the removal of the Chinese, were ready for a showdown. John L. Lewis, who was an earlier mine leader than the present President of the U. M. W. of A., mailed the following two letters from his office in Denver on August 28, 1885:

"Beckwith, Quinn and Company,
Evanston, Wyoming.
"Gentlemen, Sirs:

"It pains me greatly to have to call your attention to the fact that the Chinese problem at Rock Springs is assuming a grave attitude. Were it not for the fact that I am sensible there will be an outburst of indignation against these people, I would not trouble you with correspondence upon the matter. But sensible as I am that unless a change is effected immediately there will be an outbreak, I respectfully notify you of the storm that is brewing. It is useless for me to beat about the bush in this matter. The consequences are inevitable. There is nearly seventy-five of our men lying idle at Rock Springs at the present time, while the Chinese are flooding in there by the score. This is not consistent with the principle you approved of whilst we were in Omaha.

"Our men at Carbon are deprived of their just share of work by reason of this unjust way of doing business. I shall hate to see a strike take place, but there seems no alternative to me at present. I am for peace first and always, but it must be such that will concede to our men 'a fair day's wage for a fair day's work.'

"Comparing Carbon with Colorado miners, they are far behind in the race. And Rock Springs are much farther still. Please let me hear from you what it is that prompts you to this policy which you seem to be carrying into vigorous action.

"I shall respectfully await a reply,

"Yours,
John L. Lewis,
368 Larimer Street"

"D. O. Clark, Esq.,
Union Coal Department,
Omaha.

"My dear Sir:

"Although I have been lying sick in my bed for the past four weeks, I have been flooded with correspondence from Wyoming, the sum and substance of which is, that the Chinese are having all the work they can do, whilst our men at Rock Springs are left out in the cold. I understand that they are now working almost day and night, whilst Carbon men have worked but one day in the last two weeks. This makes the situation terribly aggravating, and in spite of my efforts will undoubtedly result in a severe struggle if longer continued.

"For God's sake do what you can to avoid this calamity: the pressure is more than I can bear. See that justice is done to all the men at Carbon, and to the unemployed portion at Rock Springs.

"This is surely not consistent with the doctrine preached by Mr. Beckwith whilst at Omaha.

"Please let me hear from you early.

"Yours truly,
John L. Lewis,
368 Larimer Street"

On Wednesday morning, September 2, 1885, before Lewis' letter could have been acted upon, even if it had contained a definite suggestion for action rather than the generalized indictment it carried, a misunderstanding in No. Six Mine in Rock Springs touched the flame to the powder and precipitated the tragedy that followed. The men who took part in the rioting that day have said that the following account of one of the bloodiest incidents in the history of the West, as printed in "The Rock Springs Independent" on Thursday, September 3, 1885, is accurate:

"All the entries at No. Six were stopped the first of the month, and Mr. James A. Evans, the foreman, marked off a number of rooms in the entries. In No. 5 entry eight Chinamen were working, and four rooms were marked off for them. In No. 13 entry Mr. Whitehouse and Mr. Jenkins were working, and Evans told them they could have rooms in that entry or in No. 11 or No. 5 entries. They chose No. 5 entry, and when they went to work Tuesday Dave Brookman, who was acting as pit boss in Mr. Francis' absence, told them to take the first rooms marked off. He supposed the

Chinamen had begun work on their rooms, and that Whitehouse and Jenkins would take the next rooms beyond them. But as the two first rooms of the entry had not been commenced, Whitehouse took one, not knowing that they had been given to the Chinamen. He went up town in the afternoon, and during his absence the two Chinamen came in and went to work in the room Whitehouse had started. Wednesday morning when Whitehouse came to work two Chinamen were in possession of what he considered his room. He ordered them out, but they wouldn't leave what they thought was their room. High words followed, then blows. The Chinese from other rooms came rushing in, as did the whites, and a fight ensued with picks, shovels, drills, and tamping needles for weapons. The Chinamen were worsted, four of them being badly wounded, one of whom has since died. A number of white men were severely bruised and cut. An attempt was made to settle the matter, but the men were excited, and bound to go out. They accordingly came out, armed themselves with rifles, shot-guns, and revolvers to protect themselves from the Chinese, they said, and started up town. After coming through Chinatown, they left their guns behind them, and marched down the front street, and dispersed about noon.

"In the meantime, all was excitement in Chinatown. The flag was hoisted as a warning, and the Chinamen gathered to their quarters from all parts of the town, being gently urged by chunks of coal and brickbats from a crowd of boys. After dinner all the saloons were closed, and a majority of the men from all the mines gathered in the streets. Most of them had firearms, although knives, hatchets, and clubs were in the hands of some. It was finally decided that John must go, then and there; and the small army of sixty or seventy armed men, with as many more stragglers, went down the track towards Chinatown. On the way they routed out a number of Chinese section men, who fled for Chinatown, followed by a few stray shots. When a crowd got as far as No. Three switch, they sent forward a committee of three to warn the Chinamen to leave in an hour. Word was sent back that they would go, and very soon there was a running to and fro, and gathering of bundles, that showed that John was preparing to move out. But the men grew impatient. They thought that John was too slow in getting out, and might be preparing to defend his position. In about half an hour an advance was made on the enemy's works, with much shooting and shouting. The hint was sufficient. Without offering any resistance, the Chinamen snatched up whatever they could lay their hands on, and started east on the run. Some were bareheaded and barefooted; others carried a small bundle in a handkerchief, while a number had rolls of bedding. They fled like a flock of frightened sheep, scrambling

and tumbling down the steep banks of Bitter Creek, then through the sage brush and over the railroad, and up into the hills east of Burning Mountain. Some of the men were engaged in searching the houses, and driving out the stray Chinamen who were in hiding, while others followed up the retreating Chinamen, encouraging their flight with showers of bullets fired over their heads.

"All the stores in town were closed, and men, women, and children were out watching the hurried exit of John Chinaman, and every one seemed glad to see them on the wing. Soon a black smoke was seen issuing from the peak of a house in 'Hong Kong,' then from another, and very soon eight or ten of the largest of the houses were in flames. Half choked with fire and smoke, numbers of Chinamen came rushing from the burning buildings, and, with blankets and bedquilts over their heads to protect themselves from the stray rifle shots, they followed their retreating brothers into the hills at the top of their speed. After completing their work here, the crowd came across to Ah Lee's laundry. There was no sign of a Chinaman here at first, but a vigorous search revealed one hidden away in a corner. But he would not dare to come out. Then the roof was broken in, and shots fired to scare him out, but a shot in return showed that the Chinaman was armed. A rush through the door followed, then a scuffle and a number of shots; and looking through an opening, a dead Chinaman was seen on the floor with blood and brains oozing from a terrible wound in the back of his head.

"Foreman Evans was next visited and told to leave on the evening train. He quietly said he would go. He afterwards asked to be allowed to stay till next day to get his things ready, but a vote of the men decided against allowing this favor, and about four hours after Mr. Evans left for the East. The crowd next visited the house of Soo Qui, a boss Chinaman, but Soo had gone to Evanston, and only his wife was in the house. She came to the door much terrified, and with tearful eyes and a trembling voice said, 'Soo, he go. I go to him.' The assurance of the men that she could stay in the house, and would not be harmed, did not calm her fears. She did not like the looks of the armed crowd, and gathering a small armful of household treasures she left, and was afterwards taken in by a neighbor. Then a few Chinamen working in No. One came out, and were hustled up the hills after their fleeing brothers.

" 'Well, gentlemen, the next thing is to give Mr. O'Donnell* notice to leave, and then go over to No. Six,' said one of the men in the crowd. But the crowd was slow in departing on this errand. A large number seemed to think that this was going too far; and

*W. H. O'Donnell who operated a store and butcher shop.

of the crowd that gathered in front of O'Donnell's store, the majority did not sympathize with this move. But at somebody's orders, a note ordering O'Donnell to leave was written, and given to Gottsche, his teamster.

"Joe Young, the sheriff, came down from Green River in the evening, and guards were out all night to protect the property of the citizens in case of disturbance. But everything was quiet in town. Over in Chinatown, however, the rest of the houses were burned; the whole of them, numbering about forty, being consumed to the ground. The Chinese section-house, and also the houses at No. Six, were burned, and Chinamen were chased out of nearly all the burning buildings. All the night long the sound of rifle and revolver was heard, and the surrounding hills were lit by the glare of burning houses.

"A look around the scenes of the previous day's work revealed some terrible sights Thursday morning. In the smoking cellar of one Chinese house the blackened bodies of three Chinamen were seen. Three others were in the cellar of another, and four bodies were found nearby. From the position of some of the bodies, it would seem as if they had begun to dig a hole in the cellar to hide themselves; but the fire overtook them when about half-way in the hole, burning their lower extremities to crisp, and leaving the upper portions of their bodies untouched. At the east end of Chinatown another body was found, charred by the flames and mutilated by hogs. The smell that arose from the smoking ruins was horribly suggestive of burning flesh. Farther east were the bodies of four more Chinamen shot down in their flight; one of them had tumbled over the bank and lay in the creek with face upturned and distorted. Still farther, another Chinaman was found, shot through the hips but still alive. He had been shot just as he came to the bank and had fallen over and lay close to the edge of the bank. He was taken up town and cared for by Dr. E. D. Woodruff. Besides this, two others were seriously wounded, and many who got away were more slightly hurt. The trains today have picked up a large number of Chinamen on the track, and taken them West.

"Judge Ludvigsen summoned a coroner's jury, who, with Dr. Woodruff, examined the bodies of the dead Chinamen, and returned a verdict that eleven had been burned to death, and four shot, by parties unknown to the jury. The bodies were put in rough coffins, and buried in the Chinese burying-grounds.

"The action of the saloons in closing up is to be commended, and it cannot be said that a 'drunken mob' drove out the Chinamen. Every one was sober, and we did not see a case of drunkenness.

"While a large number of miners here belong to the Knights of Labor, the work of Wednesday was not done by order of that organization. There may have been a determination of making an early attempt to get the Chinese out, but not exactly in that way, or at that time. It merely needed the trouble at No. Six to excite the men into a crusade against the Chinese."

Governor Francis E. Warren, of Wyoming Territory, who later was to become United States senator from the state, left Cheyenne immediately for the trouble zone. The railroad, in the meantime, had instructed its train crews to stop their trains and pick up all the Chinese they saw. The fugitives were taken to Evanston. Governor Warren wired the President of the United States for troops to suppress the riot. Eighty United States troops arrived in Rock Springs, and an equal number in Evanston, on September 5th, with orders to protect the mails. On the same day a committee composed of miners and merchants in Rock Springs was organized to collect information that would explain the white miners' murderous hatred of the Chinese. On September 6th the white miners at Evanston notified A. C. Beckwith, of Beckwith, Quinn and Company, that they would shoot him if he did not see that all Chinese at Evanston were out of the city within three days. Notwithstanding, the store concealed one of its Chinese clerks in its basement for a week. On the following day the white miners at Almy, near Evanston, threatened death to any Chinese who entered the mines. Consequently, no Chinese laborer worked either in the mines or on the tracks.

Dragon float symbol of Manchu Dynasty brought to Rock Springs in 1894.

Such actions prompted Governor Warren, who was in Evanston at the time, to wire the President of the United States in part:

"From the nature of the outbreak, sheriff of county cannot rally sufficient posse, and Territorial government cannot sufficiently aid him. Insurrectionists know, through newspapers and despatches, that troops will not interfere under present orders; and moral effect of presence of troops is destroyed. If troops were known to have orders to assist the sheriff's posse in case driven back, I am quite sure civil authorities could restore order without actual use of soldiers."

The miners' and merchants' committee on September 8th wired General Manager S. R. Callaway of the Union Pacific Railroad at Omaha,

asking for an interview in which to present their grievances against the company. Callaway declined to be interviewed until the property of the company was restored to it. The following day the President ordered the federal troops to protect the Chinese as well as the mails. With these instructions, two hundred and fifty soldiers left Evanston with six hundred and six Chinese for Rock Springs on September 9th, exactly a week after the outbreak. During this time, demonstrations against the Chinese had occurred throughout the entire western section of the United States.

I. H. Bromley, of the railroad's Boston office, and Assistant General Manager Edward Dickinson, of the Omaha office, went to Rock Springs on September 15th, to hear the grievances of the miners' and merchants' committee. These grievances were repeated and elaborated upon at a hearing before government directors of the railroad two days later.

Banquet given by the United Mine Workers of America honoring the aged Chinamen, who were members, on the eve of their departure from Rock Springs, Nov. 11, 1925.

Summed up, the grievances were:

1. That false weights were used by which miners were defrauded of four to five hundred pounds of coal to each car.
2. That the presence of Chinese in Rock Springs made it unsafe for women to venture out alone.
3. That the Chinese miners were favored in the assignment of rooms in the mines, being given rooms located for easy working.
4. That Superintendent Tisdel sold privileges to Chinese workmen.
5. That miners were compelled to trade at the store of Beckwith, Quinn and Company.

The charge concerning weights was brought by a man who had been employed temporarily as a weighman in No. Four Mine during the pre-

vious July. The company officials asserted he misunderstood the figuring of net weight, that the miners themselves could have judged the weight of the coal they had mined more closely than within five hundred pounds, and so would have protested any such shortages. Furthermore, the total shipments from the mine tallied closely with the sum of the various amounts mined by the individual miners.

The charge concerning the danger to which women were subjected by Chinese was made by a woman who told of a Chinese making an indecent exposure before her. No other testimony of this nature was given.

Only two specific instances of sales of privileges to Chinese were made. One of these was disclosed in the hearing to have been the sale of a mine room for one hundred dollars, not by a company official, but by one gang of Chinese workmen to another gang of their own race. The second instance was of a sale made by a pit boss of a room to a gang of Chinese. This was

On the night of Nov. 14, 1925, nine old Chinese, Leo Chung, Ah Sung, Sing Lee, Joe Bow, Ah Sandy, You Kwong, Ah Fan, Ah Chung and Ah How, sailed from San Francisco on the Steamship President Taft for their old home in the Province of Canton, China. Messrs. Frank Tallmire, H. J. Harrington of Rock Springs and Tom Hon Poo, a Chinese Consulate Attache in the background.

soon discovered by Superintendent Tisdel, who discharged the pit boss at once. Tisdel made a humorous remark at the time of discharging the minor official, which gossip turned into something vicious. He explained the original source of this malicious gossip in the hearing before the Government directors, stenographic notes of which were kept as follows:

Banquet given departing "China Boys" at the Grand Cafe by their friends and The Union Pacific Coal Company and U. M. W. A. Officials, November 7, 1927.

"Government Director Savage: Certain grievances have been brought to our notice by a committee of white miners here, to the effect that you had sold, and declared that you would sell, privileges to work in different rooms in the mines, in specially advantageous rooms in the mines, and that privileges were specifically granted to Chinese.

"Mr. Tisdel: It is not so. I might have made an unwise remark when two persons reported it to me; they probably did not take it as it was intended. There was ———, a pit boss, and it came to my notice that he had been selling rooms; I told him to come to my office, and discharged him for it, and at the same time said that if any more rooms were to be sold they should apply to me at the office.

"Government Director Savage: Did you mean to be understood that you would sell rooms?

"Answer: I meant it to be understood that there would be no rooms sold.

"Government Director Savage: Have you ever exercised any discriminations in regard to privileges in favor of the Chinese?

"Answer: Never.

"Government Director Savage: Have complaints been made about discriminations being made in favor of the Chinese by parties? Or have they come to your knowledge?

"Answer: Only in this one instance."

Concerning the charge that miners were compelled to trade with Beckwith, Quinn and Company, no proof whatever was offered. One white workman, who had had considerable trouble keeping his job, stated, "We were compelled to trade in Beckwith, Quinn and Company's store." The Government directors, however, were unable to elicit any substantiation for this statement.

On the day of this hearing a strike was called by the miners, mine engineers, and carpenters at Rock Springs and Almy, because the company had refused to reinstate all white miners. The Government directors of the railroad on September 18th recommended that the officers of the company be given help from the soldiers to protect the property and to conduct business. Superintendent D. O. Clark of the Coal Department posted a notice on the following day that work would be resumed at 7 o'clock Monday morning, September 21st, for all men who had not been discharged, and that all men refusing to work would be paid off.

On September 20th General A. McCook, of Fort Douglas, who had been in Rock Springs helping the Chinese consuls take testimony, wired the Adjutant General of the Department of the Platte:

"Am fully convinced that any attempted trial and punishment by the civil authority, United States or Territorial, of the men who murdered the Chinese on 2nd of September, will prove a burlesque and farce in the name of law and justice. The men who committed the murders are aliens; their murdered victims are also aliens, but under treaty protection. Martial law should be declared in Sweetwater County, Wyoming, the murderers arrested and tried by military commission."

Some one hundred Chinese fearfully entered the mines on Monday. Nearly all the white men refused to return to work, either below or above ground. However, the company put more and more men to work as they applied. Meanwhile, the civil authorities accused sixteen men of being responsible for the killing of the Chinese and the burning of their homes. A grand jury was summoned to the courthouse in Green River, and the evidence was presented. How closely General McCook had interpreted the public temper, having drawn his opinion from conversation with residents

of the county and from editorials published in newspapers of the territory, most of which were anti-Chinese, can be deduced from the following report of the grand jury:

"We, the grand jury empanelled in and for the said county at the September, 1885, term of the third district court, would respectfully report that we have examined into all offenses that have been brought to our attention, or are within our knowledge, and have presented bills of indictment where the evidence would warrant such finding. We have diligently inquired into the occurrence at Rock Springs on the second day of September last; and, though we have examined a large number of witnesses, no one has been able to testify to a single criminal act committed by any known person on that day. Whatever crimes may have been committed there on the 2nd of September, the perpetrators thereof have not been disclosed by the evidence before us; and therefore, while we deeply regret the circumstances, we are wholly unable, acting under the obligations of our oaths, to return indictments. We have also inquired into the causes that led to the outbreak at Rock Springs. While we find no excuse for the crimes committed, there appears to be no doubt abuses existed there that should have been promptly adjusted by the railroad company and its officers. If this had been done, the fair name of our Territory would not have been stained by the terrible events of the 2nd of September."

Work was being carried on in the Rock Springs mines by larger and larger numbers of men when, on October 1st, the miners at Carbon, where no Chinese were employed, went out on strike, after issuing the ultimatum that they would "not go back to work until every Chinaman along the Union Pacific road is discharged." Miners at the company's mines at Louisville, Colorado, also went out on strike on the following day, making the statement that "we demand a general settlement of 'Rock Springs' grievances."

The Carbon and Louisville mines remained closed, while the Rock Springs mines continued to expand operations, until immediate action was taken on the following letter:

"Headquarters, Executive Board,
Union Pacific Employes,
Denver, Colorado,
November 12, 1885.

"S. R. Callaway,
General Manager,
Union Pacific Railway,
Omaha.

"Dear Sir:

"Yours of the 10th, asking us to send in writing any suggestions we wish to make in regard to the miners, is at hand. In answer we wish to call your attention to the following:

"We only come to you at this time at the earnest request of the miners who went out on strike October 1st.

"We wish first to state that these miners went out contrary to our wish and advice; and we endeavored to show their representatives wherein we believed this would be a mistake, and how we believed a satisfactory understanding could be reached with the company, without action of this kind. Now they see their mistake, and are willing to return to work under the same conditions as when they came out.

"Now, we do not believe these men are as much to blame as some may believe. The excitement that was occasioned by the massacre of the Chinese at Rock Springs caused all of this trouble. We do not believe the men at Carbon and Louisville really understood the circumstances connected with the trouble at Rock Springs; hence we think the company should take this into consideration, and allow the miners to return to work.

"We learned tonight that this was offered to the miners at Carbon, and that they will return to work tomorrow. We would earnestly ask that an opportunity be given at once to the men at Louisville to return to work. Further, we would call your attention to the condition of some of the miners at Almy. These men did not come out on strike, and have showed no disposition to fight the company, having acted as men should; yet they are not allowed to work, nor can they go to work for the Central Pacific Company, because the Union Pacific superintendent will not give them the required permit. We believe this to be unjust under the circumstances.

"In regard to the Rock Springs men, we would ask you, in their behalf, to consider the circumstances connected with the trouble there, and allow such men as remain there to resume work under the same conditions as we ask for the others; thus have regular work resumed in all mines on the system, which we believe is the wish of all employes and citizens throughout the West.

"In behalf of the miners,

"We are respectfully,
J. N. Corbin,
Secretary, Executive Board,
Union Pacific Employes."

Some general agitation against the Chinese continued, but this had no effect as far as the company or its employes were concerned. Just before the massacre there were 842 men working for the company in Rock Springs, 290 of them white and 552 Chinese. By December 1st there were 542 men working, 85 white and 457 Chinese. Coal punching machines had been introduced, increasing the production from 1,450 tons on August

31st, before the massacre, to 1,610 tons on November 30th. Active white resentment of the Chinese subsided after the outburst of angry indignation in which twenty-five yellow men lost their lives. That number of bodies was found. Twenty-six other Chinese had set out from Rock Springs on foot across the mountains and were never heard from. It is popularly believed that most of them died from hunger and exposure, but in all probability they went to other places and other employment.

The only trouble that ever arose between the races after the massacre was in the form of trivial skirmishes between Chinese men and small white boys who liked to tease them. For instance, it was customary for a group of Chinese men, when out for a stroll, to walk in single file. If the man at the rear had something to say to the group, he said it to the man in front of him who in turn repeated it to the man in front of him, and so the story went the length of the line. The answer traveled back the line from man to man in the same manner. The white boys watched their yellow neighbors and knew when they were likely to go out for a stroll in the evening. Then the boys would stretch a wire tightly across the sidewalk at ankle height. When the line of strollers reached the wire, the first man would trip and

Four retired Chinese Old Timers, Ah Jin, Joe Bow, Ah Him, and Ah Chee, who sailed for China November 11, 1927.

fall, and the rest of the single file of men, like a row of tenpins, would topple down. Another trick the boys liked to play was to frighten the yellow men with threats of injury to their cues. Loss of the cue to the Chinese in the old days meant damnation for the soul. The white boys thought it uproariously funny to see a yellow man hopping about, squealing in terror, when a boy held to his cue while another boy advanced threateningly with a knife.

The Chinese as a race are the personification of courtesy and will share any of their materials of livelihood for the asking. But it was much more exciting and amusing for a group of boys to pilfer the food of a Chinese while a henchman occupied his attention in some manner elsewhere. Some men have confessed stealing, as boys, their yellow neighbors' liquor, even though they were afraid to drink it. Adults of the town frowned on any pestering of the Chinese by the boys. The invariable command to the youngsters was "Let the Chinese alone!" As relationships between the races grew more friendly with time, it became the habit for the white people to visit Chinatown during religious celebrations at the Chinese New Year and to watch the rites at the Joss House, to partake of the food that was given freely, and to witness the parade of the Dragon. Individual birthdays were not kept by the Chinese; all members of the community celebrated their birthdays at the New Year. This was the time, too, when debts were paid and new clothes were purchased. The Chinese then donned their finest silks to take part in the festivities. All the homes were decorated, inside and out.

The great Chinese Dragon, some seventy feet long and carried by more than fifty men, was the principal attraction of the New Year celebration. It was brought to Rock Springs in 1894 by Lao Ah Say, more familiarly known as Ah Say, manager of the Chinese miners and laborers at Rock Springs and Almy. Ah Say first came to Wyoming as a contractor, furnishing and managing members of his race for the Central Pacific Railroad when it was being built from the coast to join the Union Pacific Railroad. When that work was completed, he established a connection with Beckwith, Quinn and Company and furnished the Chinese labor required by that Company. Ah Say used to walk at the head of the Dragon parade. Mr. W. K. Lee, who knew Ah Say well, recalled the parades, saying:

> "It is easy for those of us who were here at that time to visualize Ah Say marching at the head of the parade, walking cane in hand, dressed in a brand new suit of American clothes, followed by his people carrying large firecrackers strung on poles. Then came the "teaser" carrying a bamboo pole on which were two multi-colored squares, which were revolved immediately in front of the Dragon to irritate it and make it more ferocious in the work of destroying the devils or evil spirits supposed to infest the town. Then followed a large number of men arrayed in ancient Chinese costume and carrying battle axes, spears, swords, and other implements of Chinese warfare. These men were members of a secret society. Men beating gongs, exploding bombs, and firecrackers, were scattered throughout the procession, and the din and racket was at times deafening."

The Dragon was used last in the Labor Day Parade of 1907.

Describing Ah Say's death, Mr. Lee said:

> "Ah Say died in February, 1898, as he had lived, a real Chinese in every sense. The day before he died, he sent one of his men to the Coal Company's office, requesting me and some others to come over to see him. We called on him at his house in Chinatown the next day and found him arrayed in a magnificent Chinese costume. As usual, he was very hospitable. When we arose to leave, he told us he would die that afternoon. His prediction came true, for in a comparatively short space of time, that afternoon, one of the boys told us that Ah Say had died. Ah Say was given an elaborate funeral by his people and his body was returned to China for burial. Thus passed on Lao Ah Say, one of nature's noblemen."

It was the custom of the Chinese residents of Rock Springs to send the bones of all their countrymen back to China for burial. Following the services in Rock Springs, there would be a temporary burial in the Chinese cemetery, located nearby. Food and gifts would be placed on the graves. Usually, a group of white boys, forgetting the courtesies that had been shown them by the Chinese at the previous New Year, would make away with the food. After the body had been buried for a time, friends of the dead man would disinter the remains, scrape the bones clean, seal them in a tin, air-tight can, and ship them to China.

Another well-known Chinese of the early days was Lao Chee. He was born in Canton Province and came to America in 1880, at the age of 23, beginning work as a miner for the Union Pacific Railroad at Rock Springs. He went through the riot of 1885, but was sufficiently fast on his feet to escape alive. Returning to work after the exodus, he interested himself in the livestock of the company, worked in the company barns, studied "horse doctoring" under an able veterinary surgeon, and by 1898 became foreman of the barns. Lao was one of the charter members of The Union Pacific Coal Company Old Timers' Association when it was organized in June, 1925. At the organization meeting and first annual banquet of the Association on June 13th, he was the recipient of a signal honor, purporting to come from the country which he had left to seek his fortune in the New World. After the dinner was over and the program had begun, Lao Chee, who was more lovingly known as "Jim," was asked to stand. David G. Thomas, now white-haired, but always the friend "Davy Tom" of the Chinese, went to the old yellow man and pinned on him an immense badge hung with ribbons, and bearing the words "Just Jim." Then Judge Thomas read the following translation of an alleged cablegram which was supposed to have been received that day:

"Lao Chee, "Pekin, China, June 13, 1925.
Rock Springs, Wyoming.

"Having heard of your reputation as a horse doctor and surgeon in the United States, the Flowery Kingdom, through its President, desires to acknowledge your accomplishments, your fame and reputation having reached us and made us very happy. We hereby acknowledge your wonderful gifts with a slight testimonial from us which 'Mr. Davy Tom' is authorized to present to you, this badge of honor, name: Order of the Green Dragon, originated by Confucius, carried down by the Ming Dynasty, taken from them at the time of their over-throw by Dr. Sun Yat Sen and now conferred upon you, the greatest Chinaman in America. Should you return to China, you will at once be appointed Doctor General of our Imperial Cavalry. "Quong Wa,
Secretary of State."

Lao Chee (Doctor Jim), the last of the old Chinese to return to China. Jim is yet living in the Province of Canton, China.

It was about this time that Mr. Eugene McAuliffe, President of The Union Pacific Coal Company, conceived the idea that in return for long years of faithful service that many of the Chinese, who were now old and gray, had given to their work, the company should grant them the wish of every Chinese — the opportunity to go back to their native land to die. Mr. McAuliffe went to San Francisco to confer with the Chinese consul and to work out plans for making this dream a reality. The plans were completed, and endowments were established to keep the aged men in comfort for the rest of their lives. Nine men said they wished to return. They were Leo Chung, Ah Sung, Sing Lee, Joe Bow, Ah Sandy, You Kwong, Ah Fan, Ah Chung, and Ah How. On the evening of November 11, 1925, the local unions of the United Mine Workers of America gave a reception and banquet in the Grand Cafe in Rock Springs in honor of these nine old men who were to leave later that night. That the enmities of the early days had been forgotten entirely was shown by the unanimity of the City's tribute to the old Chinese. The miners were represented by the officers of their union. The company was represented by its Vice President and General Manager, George B. Pryde.

The City was represented by Mayor P. C. Bunning and the city band and Mr. McAuliffe sent a farewell message from New York City to the "China boys."

Sincere tributes were exchanged back and forth by the yellow men and the white. White men, now dignified in years, confessed the boyish pranks they had played many years before on these old friends. The Chinese spoke their thanks in their own particular brand of English, but in order that there would be no mistake, they also presented a written expression of their appreciation to the unions, the company, and their other friends. These notes were written for them by some of the younger Chinese, and the English used was quite perfect. The nine old men were escorted on the train to San Francisco by H. J. Harrington, Superintendent of Labor for the company, and Frank Tallmire, the Coal Company's Auditor. One of the amusements of the white men on the trip was the loud protestation raised by Ah Sandy over the spending of money for entertainment. The company was furnishing the money, but Ah Sandy was not one to enjoy seeing it wasted. This little yellow man was more Scotch than the burriest "Geordie" that ever came out of the highlands. His true name was not Ah Sandy. Because of his saving habits, that name had been conferred on him by a true Scot, Vice President George B. Pryde.

The four Old Timers shown in the picture, made in China, reading from left to right; are: Leo Ong, who entered our service in 1898; Leo You (How), who also entered the service in 1898; Lao Chee (Jim Chee), who came to the Company in 1880; and Leo Yick, who came in 1897, or 43 years ago.

After a day and night of sight-seeing in San Francisco, the men passed quickly through the revenue inspections because the way had been made easy by their white escorts. They sailed on the President Taft on November 14th.

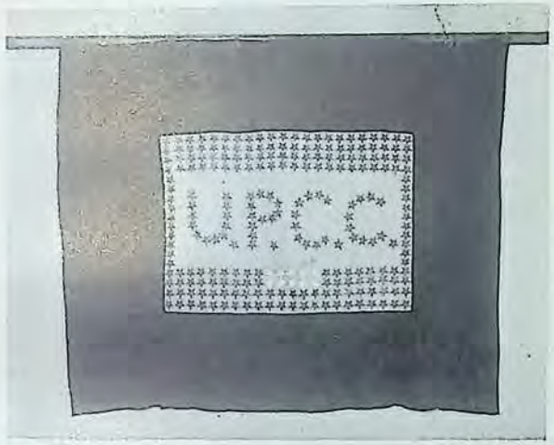
Joe Bow had told his Rock Springs friends that he had "batched" long enough and that when he arrived in China he expected to get a wife who could look after him and "cook heap plenty, pletty good." Within six months he sent a photograph of himself and his wife with her eleven-year-old son. He had passed up the young women who might have been "heap sassy." He had married a widow who was old enough to appreciate a man who had a lifetime endowment.

Four more old "China boys," as they called themselves, were returned by the company to the land of their ancestors in November, 1927. These men were Ah Jin, Joe Bow, Ah Him, and Ah Chee. The same kind of public celebration that had preceded the return of the first nine yellow men was held in Rock Springs for these old men. With the return of the old-time Chinese to their homes no Chinese work in any of the mines of The Union Pacific Coal Company today. For many years after the Chinese "riot" there remained much bitterness between the white and the yellow races, but time, with its healing influence, gradually eliminated this attitude.

Joe Bow, the new Mrs. Bow and her son in their new home in China

Time passed on until came the World War, and one day, when troops were being assembled all over the United States, Rock Springs, in common with other parts of our country, was sending its quota to the different training centers. In one of the detachments sent to American Lake, Washington, was a number of the descendants of those who had participated in the attack on the Chinese in 1885. In the number also was Lao Hung, a Chinese whose relatives had been the victims of the white man's wrath. After the training period was completed, these Rock Springs men were sent to France as part of the Ninety-First Division. Lao Hung was assigned as cook, but declined the job, remarking, "I no cook. I fight same as white boys." So, fighting side by side in the trenches with the white boys from Rock Springs was Lao, all fighting for a common cause. Lao lost one finger and was shot in the forearm. With the close of hostilities, the survivors returned to Rock Springs, the white boys to work in the

mines, Lao to take up his business of managing the Grand Cafe. All, including Lao, are members of the American Legion, and at one of their meetings some time ago, Lao was invested with the Order of the Purple Heart, a military decoration for bravery. Lao's comrades swear by him, and he reciprocates that feeling when he says, "Melican soldier boy pletty good fella, heap savvy fight." Out of the comradeliness of danger shared in the World War trenches, the wrongs done his fellow countrymen by the white miners have been wiped out for Lao. For the other Chinese, also, the long years of quiet living, Occidental alongside Oriental, have performed the same healing office, blurring the memory of the September, 1885, massacre, and the soft nosed bullets puffing up spurts of dust on every side of the fleeing, frightened Chinese.



Flag showing the service stars of the two hundred and forty-four employes of The Union Pacific Coal Company who served during the World War. Ten are the gold stars of men who made the supreme sacrifice. On Memorial Day we remember again the heroism of these. The original of this flag is now in the keeping of The State Historical Society at Cheyenne. This copy hangs in the library of the new Headquarters of The Union Pacific Coal Company, Rock Springs, Wyoming.

CHAPTER VII.

Almy, That Grew and Waned, Going Out in 1900

Tells in a short story of the rise and fall of Almy, which, as Senator Ingalls once said of Kansas, "promised well in June but paid poorly in September," where mine fires, squeezes and explosions, coupled with labor troubles and the loss of the Central Pacific Railroad's fuel order to Utah mines, reduced the field to one of innocuous desuetude.

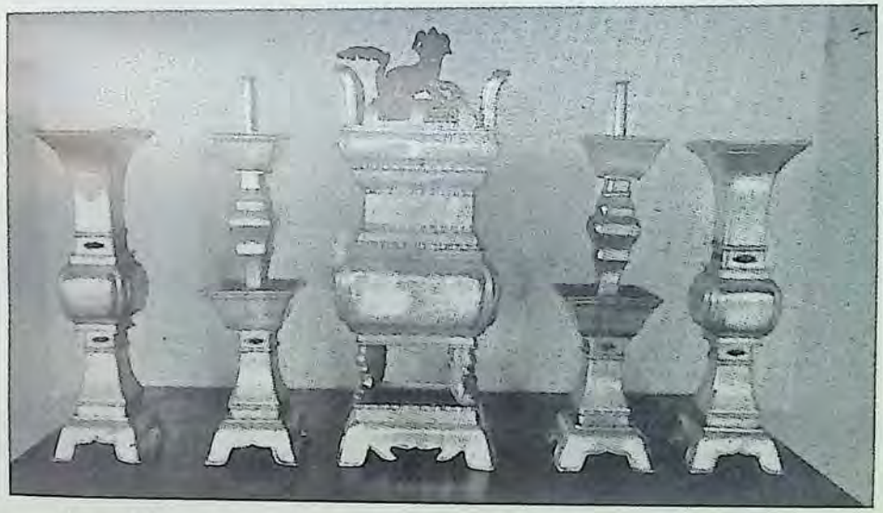
ALMY has one of the most tragic histories of all the towns that produced coal for the Union Pacific Railroad. Perhaps no other town in Wyoming has laid down its banners, disgorged its population, and become a ghost town with as plentiful stores of coal left in its womb as Almy. Labor troubles and race conflict marred the peace of the ill-starred settlement, and fires and explosions helped to force the closing of her mines, when they lost the Central Pacific Railroad Company fuel order to the Utah mines.

The Bear River valley seemed an ideal location for additional sources of coal for the railroad that wintry morning in 1868 when Thomas Wardell, pushing westward from Rock Springs, stumbled on the site. The drive to complete the railroad was not yet ended, and Wardell was hastening to build up a new mine settlement before all the tracks should be laid. Beginning at a point three miles north of Evanston and continuing northward for six miles, immense outcrops of coal running nearly parallel to the valley, were easily traced. Wardell was satisfied with the prospect after a cursory investigation, and rushed a crew of workmen to the site. In February, 1869, there began the opening of the first mine, the Wyoming Mine.

The prospects for the new town were exceptionally bright. Scarcely had the miners started the first slope before they found that they had a thirty-foot seam of coal to work. They drove rooms twenty feet high, halting their upward digging only when they came to a band of rock. The town took its name from T. J. Almy, an early-day Superintendent for the Rocky Mountain Coal Company, which produced coal for the Central Pacific Railroad in this area. Mines were opened rapidly in every section of land along the outcrop of the big vein, the mines on the sections owned by the Union Pacific Railroad producing coal for that railroad, and the mines on Government sections being operated by the two coal companies working for the Central Pacific Railroad, the Rocky Mountain Coal Company having been succeeded in 1870 by the Rocky Mountain Coal and Iron Company. Private individuals also opened mines on Government territory.

The wide and fertile Bear River valley was a beautiful setting for the homes which clustered about the mines dotting the valley for several miles of its length. Each mine had its own little town, but all the towns regarded themselves as a part of the same settlement, Almy. As the old mines were closed and new ones opened, the town moved steadily up the valley, and the miners and their families trailed along, putting up new houses and feeling themselves rooted in some deep way to the very soil. William Hinton and the indomitable Michael Quealy, who had been Superintendent and Pit Boss, respectively, at the opening of the first mine in Carbon in 1868, went to Almy in 1869 to open a mine of their own, the Hinton Mine. Having no machinery, they hauled the coal out of their mine with a horse and cart and then conveyed it by team to Evanston, where they sold it to the settlers. This mine, located eight hundred yards north of the Wyoming Mine, continued to operate until 1874, when the Rocky Mountain Coal and Iron Company holed into it from below. Not at all discouraged, Hinton and Quealy promptly opened their second mine, which they called the Windsor Mine. In 1875 this mine passed into the hands of Mr. Windsor, the man for whom it was named, but although he installed a hoist in it, he did little mining there. Some of the mine's small output was peddled to the settlers along Bear River and Bear Lake, and the rest was hauled to Evanston by team. A Union Pacific mine holed into it in 1877, ending its uncertain and not too lucrative career.

First in the Almy field, the Wyoming Mine, was taken over by the Union Pacific Railroad in March, 1874, at the same time that Wardell was relieved of his control of all the company's other coal properties, and



One of the two sets of sacred vessels used by Chinese Priests in the Joss Houses in the old days at Almy and Rock Springs. When the Chinese were sent home they presented one set to Mr. Pryde and one to Mr. McAuliffe.

M. W. Serat was sent to Almy to take over the work of Superintendent. In the following year gob fires broke out in the mine, and it was closed. The high cost of mining the coal was another factor in its closing, as it cost a dollar to mine each ton of 2,000 pounds. Money had a definite value in that day. Other mines operated by the Coal Department of the Union Pacific Railroad Company in the Almy area were No. Four, opened 1875 and closed after an explosion in 1888 which killed two fire bosses and the two boys who were working with them; No. Three, opened in 1880 and abandoned in May, 1887, because of a squeeze; and No. Seven, opened in 1888 and closed in May, 1900, due to the destruction of the tipple, by fire, and also because of the poor quality of the mine's output.

The railroad's records for 1869, the year that the Almy mines were first opened, show that this district produced 1,967 tons of coal. In the next ten years they mined 390,068 tons, and from that time on the production continued to increase, like a giant snowball, until, at the time when the mines were finally closed in 1900, the Union Pacific mines had produced at Almy 2,750,834 tons of coal. As has been noted, fires and explosions caused the closing of many mines in the area. All the Almy mines produced much explosive gas, and their coal was susceptible to spontaneous combustion to a serious degree. The people of Almy did not have explosive temperaments to match the coal they mined, and they had no heart to dare the fire-traps that the mines then proved to be.

Labor troubles also disturbed the peace of the town for several years, while the railroad fought against the increasingly independent attitude of the miners, who were tasting the pleasant fruits of high wages and shorter hours, and were finding for the first time the vast, untried strength of unionization. In 1870 Chinese labor was introduced and used with success until the Chinese Riot of 1885 in Rock Springs. The sentiment against the yellow race was bitter enough thereafter to force the railroad to discontinue employing all Orientals in the Almy mines. The nationalities in Almy in the years following 1885 were English speaking for the most part, although a large number of Finns who had come over from the old country worked in the mines. The religious needs of the town were ministered to by the Latter Day Saints Church, the Presbyterian Church, and the Lutheran Church. The first school was taught by William Beveridge. The first physicians to treat the Almy townspeople were Dr. W. A. Hocker and Dr. F. H. Harrison, who lived in Evanston. The first resident physicians in Almy were Dr. Gillingham, the Union Pacific Railroad doctor, and Dr. Gamble, the Rocky Mountain Coal and Iron Company doctor. The records show that other superintendents in Almy, in addition to M. W. Serat, included J. K. Graff, Reuben Fox, W. T. Ramsey, and James Bowns. The Outside Foreman and material clerk was W. K. Lee, who later was transferred to the company's headquarters in Rock Springs as Purchasing Agent.

CHARLES MORGAN

First employed at Almy in 1883.

When the last mine at Almy, No. Seven, was closed, the homes which the company had built for its men and their families were moved bodily to Spring Valley and to Cumberland. Only the rock dumps and the piles of burned slack are left as present-day reminders that a town once lived, breathed and had its being up in the Bear River valley. In later years John Martin, A. E. Bradbury and George E. Pexton, all now passed away, acquired leases from The Union Pacific Coal Company and the Union Pacific Railroad Company near Evanston, mining coal under the name of the Bear River Coal Company. This company subsequently acquired the holdings of the Rocky Mountain Coal and Iron Company, continuing to mine coal in a small way for years.

CHAPTER VIII.

Grass Creek, The Camp That Never Developed a History

Tells how David G. Thomas, at the age of twenty-three opened up the Company's first coal mine in Utah in 1880, which was located in the heart of a Mormon settlement, a coal field that lingered on in a small way, after the railroad withdrew at the end of seven years of struggling with water and a soft fire clay floor. How Mark A. Hanna, who later organized the great Ohio coal producing company, M. A. Hanna & Co., with large interests in lake navigation and banks, and who nominated and elected William McKinley as President, closed out Grass Creek as a losing venture after it had produced but 271,960 tons. It was at Grass Creek that Patrick J. Quealy, of whom more is said elsewhere, came to the Company.

IN the summer of 1880 the Coal Department of the Union Pacific Railroad sent David G. Thomas, who was then twenty-three years old, with a crew of twenty men to a section of its undeveloped land located in Utah. They stopped at a spot three miles from Echo, in Summit County, where outcroppings of coal had been seen. William Bean, now retired and a member of the Old Timers' Association, tells how the mine camp was named: "Because the grass grew so plentifully in the canyon bottom," Bean reports, "we called our camp 'Grass Creek'!" And rightly named the camp was, indeed! The grass was lush and tall, so that a man walking through the thick, green stand of it was buried well up to his thighs. The mine there developed produced quite favorably in 1881, but the future seemed most uncertain because of a bad mine floor. An exceptional amount of water made the fire-clay floor heave, and it was necessary to send men into the mine every night to lower the bottom of the haulageways.

James Tisdel, then General Superintendent of the Coal Department, working under his brother-in-law, D. O. Clark, General Manager, came to Grass Creek to superintend the beginning of the mine and to direct the expansion of the tiny settlement. The company built about forty houses for its workmen and their families, the majority of whom were Scotch, English and Welsh. There were also a number of Chinese working at Grass Creek when the mine opened, but within five years the Chinese Riot at Rock Springs swept all the Chinese from the vicinity in the flood of race resentment and bitterness that followed the massacre. By the end of September, 1885, there was not a single Chinese among the miners in Grass Creek. The Grass Creek settlement never awoke to consciousness of itself as a community, and it failed completely to evoke any of the loyal spirit in its

residents that old Carbon, even in its earliest days, had been able to quicken in its citizens. There was a single schoolhouse and a single organized church group, the Mormon Church. The Mormons held their meetings in the schoolhouse.

MR. D. G. THOMAS

Gomer Thomas (not a relative of David G. Thomas) became the second Superintendent of the mines. His brother, Tom, succeeded him in the position and remained Superintendent until the mine closed in 1887, after only seven years of activity. Water within the mine, together with the soft fire-clay floor, had been steadily raising the cost of production until the expense of maintaining the Grass Creek camp became prohibitive, more so in view of the fact that better mining conditions could be found elsewhere along the route of the railroad. In a report made to Charles F. Adams, President of the Railroad Company, at the direction of M. A. Hanna, Government Director of the railroad, in 1888, it is noted that the cost of Grass Creek coal on the railroad cars ranged from $1.847 to $2.93 per ton during the years of its operation, and during the last five years of its life the mine lost $.405 per ton.

Certain other facts disclosed in the report were:

"The output for the last five years is 167,596 tons, of which 130,106 tons were sold to the Union Pacific Railroad Company, and the remaining 37,490 tons used for various commercial purposes.

"Charged to construction account of the five years above noted, $2,657.08. The accounts December 31, 1887, show a debit charge against the mine of $63,924.82. The map of the workings shows they are quite extensive, with seven lift entries, extending about 2,000 feet on one side and 1,400 feet on the other."

All reports except one speak of but one mine at Grass Creek, but two mines are mentioned briefly in the report for the year 1891, made by G. W. Megeath, Superintendent, to S. H. H. Clark, First Vice President and General Manager. His report reads:

"The two mines which were opened in Sections 23 and 24 at Grass Creek, Utah, were abandoned and all buildings and machinery removed in 1887. The coal was of a good quality, and the mines were abandoned solely on account of water and excessive cost of mining. There is a small pocket of coal located near No. 2 Mine, which is being operated under lease by Gomer Thomas, and for which the company is receiving royalty at the rate of twenty-five cents per ton. The receipts during the year 1891 amount to $736."

Grass Creek yet produces a small tonnage of coal from two small openings. Located as it is in a rich agricultural region, it never could gain the appelation, a "ghost town."

CHAPTER IX.

Twin Creeks, Which Started in a Brawl

Tells of another small camp that yielded but 115,897 tons of coal in its short life of less than four years, and which was opened by Patrick J. Quealy, a gallant young Irishman, with a County Clare brogue, who later became one of Wyoming's greatest flock masters, bankers and coal mining entrepreneurs, opening the Kemmerer coal mining field with the financial help of Mr. Mahlon S. Kemmerer, founding the thriving City of Kemmerer, Wyoming, and who once "walked a hundred yards through drifting snow and sage brush, a target for six rifles."

PATRICK J. QUEALY was little more than a boy when he came to America to work with his three older brothers in the coal mines at Bevier, Missouri, a fine looking young fellow, with a strong suggestion of the brogue of County Clare, Ireland, in his voice. An ordinary lad, it would seem, but his three brothers, Thomas, Michael, and Lawrence, sensed unusual qualities in him—discretion, shrewdness beyond his age, and courage. They decided to make him the gentleman of the family. Young Patrick should have an education, if it took their last cent. It was a good investment for the three brothers, for Patrick was to make the fortunes of the entire family. The Quealys' investment was later to bring dividends to the Union Pacific Railroad as well, for Patrick with his native intelligence and his trained business acumen was to serve the company long and faithfully. Be that as it may, Patrick went to a business school at Quincy, Illinois, and immediately on his graduation he began casting about for a job in the field where he had received his early experience and where his brothers continued to work. In June, 1878, he became Assistant Superintendent of the Seattle Coal and Transportation Company's mines at New Castle, Washington. He visited his brothers at Carbon in December, 1880, and while there accepted the offer of D. O. Clark to become Superintendent of the Union Pacific Coal Department operations at Grass Creek. His career with the Union Pacific had begun!

The following March, Clark came out from Omaha and directed Quealy to examine and make a report on coal deposits in the vicinity of Twin Creeks, north of Evanston. Clark and Quealy went to Evanston, where they were met by A. C. Beckwith, the store operator, and the three men rode through deep snow along Bear River and Twin Creeks to the Beckwith ranch for a ten day vacation before Clark's return to Omaha and Quealy's departure for Twin Creeks. It was planned that the Twin Creeks coal mines would furnish fuel for the Oregon Short Line Railroad, then nearing completion. On April 1, 1881, Quealy arrived at Twin Creeks

to establish Union Pacific interests there, only to find the premises already occupied. Several years later he wrote of his experiences:

"I found a man by the name of Negus, representing what was known as the Pacific Short Line, in possession of coal claims at Twin Creeks. I found there, also, John and Jesse Bell, who, some years before, had located a tunnel and driven some sixty feet in a ten-foot vein of coal, on the north side of Twin Creeks, opposite where the camp was established.

"On the second of April, I camped with the Bell Brothers and talked with them about the conditions there and the ownership of the mines. After examination of the prospects, they advised me that they had made claim on 640 acres in conjunction with two

PATRICK J. QUEALY
Flock master, banker and coal operator

other men, and that this man, Negus, had jumped their claim, and suggested that they would like to have assistance from the Union Pacific Coal Department. They made me a proposition to give us a half interest in their coal claims if we would aid them in regaining possession of the tunnel and other property.

"I advised them that the Union Pacific Coal Department would not likely want any partners, and wanted to know what they would take for their half interest in case we became interested.

They set a price of $10,000. A conditional contract was entered into with them by myself, duly executed, subject to confirmation by Mr. Clark."

Mr. Quealy wasted no time in going into action, once the agreement was signed. He hired some friends of the Bell Brothers, who were trappers in that section, and, Quealy and Jesse Bell leading, every man's hand on his gun, the grim company visited the various prospects and drove out the Negus men without a single shot being fired. The foreman, a rather aggressive fellow, according to Mr. Quealy's account, stayed down in a hole, motionless and silent.

"Are you staying there, or are you getting out?" Jesse Bell asked him. The foreman got out. In the meantime the other men were scurrying down the canyon, and the Quealy-Bell forces found themselves in complete and undisputed possession. Mr. Quealy was, however, a keen judge of men. He knew that the Negus faction was not ready to quit. Returning hastily to Evanston, he wired the contents of the contract to Mr. Clark and received a confirmation of the terms. Then, on instructions from the Railroad company, he went to Almy, where he procured an outfit of ten miners, tools, and equipment, proceeding to Twin Creeks, with three teams of horses carrying the men and materials. He relates:

"Upon my return to camp, I found Mr. Negus had got in touch with the Bell brothers and offered them $25,000 for the same deal we had. I scattered my men over the hills prospecting and sent a messenger to Evanston, suggesting to the railroad company that, if they wanted us to enforce the contract, they send some eight or ten more reliable men.

"On the following Saturday night, Frank Foote, Andy Schoonmaker, George Forbes, Tip Blanchard, Frank Huff, George Owens, and some others, all of whom were either conductors or engineers, except Mr. Foote, came out fully equipped. They sent a message to me that they would meet me in Washakie Canyon at the station now known as Nugget, on the Oregon Short Line. I met them at 12 o'clock at night. Finding them asleep, I held them all up and made them feel that they were poor warriors."

The Bells did not stay bought and on the next morning, which was Sunday, Mr. Quealy prepared for a showdown. It was snowing as he organized his men and hitched up the horses, and the snow half-muffled the sound of the wagons as they rumbled up to Twin Creeks, where the Bell Brothers were camped. Mr. Quealy stopped some distance from the tent. The Bells were waiting for the invading party, in spite of the snow, standing in front of their tent with six men around them, their rifles primed and resting in the crooks of their right arms. Andy Schoonmaker and three laborers got out of one of the Union Pacific wagons and set about pitching a cook tent, while the Bells watched and covered the proceedings with their rifles, while the Quealy reinforcements sat in their wagons, their

guns on their knees, covering the Bells. Neither group offered to begin hostilities, and no words were exchanged between the camps. Matters continued to stand at an impasse until dinner was ready in the Union Pacific tent and the men began to eat. Mr. Quealy recalls the scene thus:

"After consultation, Foote and I decided to invite the Bell Brothers to come and join us for dinner. They came over to the tent, stood outside, and would see only me. I went out and walked off into the sage brush on their suggestion, a hundred yards, when they threatened if we put any men on their claims, they would make a target of me. I advised them that that was my instruction and that we were going to do so, with the result that we did so, and no shots were fired."

The trouble was over; Mr. Quealy had called the Bells' bluff at the risk of his life, and had won. Thenceforth the Union Pacific Coal Department was in unquestioned possession of the properties, but whether these properties were to prove profitable remained another matter yet to be decided. In Mr. Quealy's original report on the Twin Creeks prospects, he said there was a considerable quantity of coal there, but that it was lignite and of inferior quality. Despite this, since the coal was needed, two mines were opened, and the coal was used in the engines of the Oregon Short Line. When freshly mined the coal made fairly good engine fuel, but it was so fragile that it would not stand up, even under a minimum of handling, and it could not be stored, disintegrating rapidly into slack. Consequently, the two mines that were opened there were

Hunting in the old days

closed in 1885, only four years after the Union Pacific Coal Department first dealt itself a winning hand in the controversy.

The first Superintendent at the camp was Richard Sutton, who had charge of all operations both inside and outside the mines. He was succeeded by William Matthews as Superintendent, and by G. S. Pierce as Outside Foreman. There was very little machinery in the mines, all work being done by hand, the coal handled by means of gravity, but production was in the neighborhood of fifteen hundred tons daily, in spite of handicaps. The town was small and life was simple there. A town constable named Mahoney was the sole representative of law and order. Its only store was the Beckwith-Quinn Store, with Dana Little as its Manager. The entire domestic water supply came from a nearby spring. An old timer, who lived at the camp, relates:

> "There were close to 400 employes in the mines and a population of 1,500 in the camp, most of the men being English, Scotch or Irish. Every morning there were fights—mostly between the last-named nationality—and it is safe to state that whiskey was at the bottom of every scrap. After the encounter the men would get up, shake hands, go to their breakfasts, and then to their jobs."

With the closing of the mines, the town folded up quietly into the surrounding country. The four years of its pioneer life, the activity of the mines, the boisterous fights, the drinking and the homemaking, had left little mark on the properties after the houses had been moved to Rock Springs and the men transferred to other mining towns. Mr. Quealy's splendid work at Twin Creeks had convinced the Coal Company of his value, and he was sent in the following years to many places where it was necessary to secure sound observations and the completion of difficult tasks. In 1882, he helped his brother, Tom, develop Mines Nos. Four and Five at Carbon. In 1883 he was sent throughout the northern Rocky Mountain area to investigate, report on, and make preliminary arrangements for the acquisition of coking coal properties. Even though he was unable to locate a good coking coal which the company wished for, Mr. Quealy's work was highly satisfactory to his superiors. Mr. Quealy himself, however, was beginning to be restless and to think about an independent enterprise. In Montana, where he had been sent to investigate the opening of mines, pending the railroad's expansion in that direction, the young Irishman had seen prospects that filled his eye and that, moreover, filled his thoughts, to the exclusion of other work. When the expansion plans northward for the railroad were dropped, therefore, Mr. Quealy, as he later recorded it, "wrote to Mr. Thomas L. Kimball, then Assistant General Manager of the Union Pacific, to know if there would be any objection 'if I personally took up one of the properties which I had examined and reported upon for the Union Pacific (in Montana).' I got a favorable reply from Mr. Kimball, stating that there would be no objection except that I must notify Mr. Clark and give him ample time before tendering my resignation."

Mr. Quealy went to Omaha immediately, but once there, he hesitated some time before he made the final move that was to cut him off from a connection with the company that he had served so faithfully, and that had treated him so well. He tendered his resignation, at last, to Mr. Clark, "to take effect at any time that it would be convenient for Mr. Clark to appoint a successor." He was later to chronicle the embarrassment that was his when Mr. Clark accepted his resignation at once, advising him that no time was necessary. In the latter part of September, Mr. Joe Shinfelder took over from Mr. Quealy the Coal Company's work in Montana, and the adventurer was free to go into business for himself. In 1894, he obtained the financial backing of Mr. Mahlon S. Kemmerer, and began the development of the Kemmerer coal field, founding the City of Kemmerer, in which he was to live until his death on November 17, 1930.

Mr. Quealy became a man of many interests, in all of which he was successful. His broad vision, resolute courage, and brilliant executive ability did not fail him to the last. A prominent business man wrote the following tribute to him:

> "As a coal operator, banker, live-stock raiser, and builder, Mr. Quealy took front rank in his adopted state. Throughout his busy life, he took a deeply active part in politics, state and national, refusing throughout the many flattering offers for a political career tendered him by the leaders of his party. Whenever a crisis arose in the financial affairs of the live-stock industry of Wyoming, Mr. Quealy was called upon to guide the course of events, and not a single failure stands against his record. When a devastating explosion swept through one of his coal mines, and specious advisers offered the suggestion that a sum running into hundreds of thousands of dollars might be saved by taking advantage of the law, Mr. Quealy scorned the proposition, taking the blow without a murmur, though inwardly torn with sorrow for the loss of life sustained."

It was a far cry from the immigrant lad with the County Clare brogue, to the grim-faced man who walked a hundred yards through drifting snow and sage brush, a target for six rifles at Twin Creeks, to later become the business executive who refused to profit from his miners' deaths; but Patrick Quealy came to the West when the country was rough and challenging, and the West produced many men like him. He was only one of many stalwarts to emerge from the white-hot test of the pioneer days, stamped with the honesty and courage of his time.

CHAPTER X.

Colorado Mines

Tells briefly of the various Colorado mines, acquired subsequent to their development by other parties, and which all told produced in five districts but 1,110,509 tons in a period of over twelve years, and which suffered all the vicissitudes of bad roof and soft floor, explosive gas and labor troubles. It was at Como, Colorado, that Thomas Quealy, of Twin Creeks fame, met an untimely death.

THE Union Pacific Railroad did not confine its mining activities to one state in the early days. Besides the mine at Grass Creek, Utah, the railroad owned mines in six different mining districts in Colorado. Most of them were never operated by The Union Pacific Coal Company, but, because of their connection with the railroad, they deserve mention in this history. The northern Colorado coal is of the sub-bituminous grade and therefore inferior to the bituminous coal mined in the sister state of Wyoming. The Colorado towns which furnished coal to the Railroad were Baldwin, Como, Louisville, Northrop, Erie, and Franceville. From the time of their opening until January 9, 1883, when the Union Coal Company was incorporated in Colorado to operate them, these mines were owned and worked by the Railroad's Coal Department. In 1890 the Union Coal Company was succeeded by The Union Pacific Coal Company, which took over all the coal properties of the Railroad.

Baldwin was located seventeen miles north of Gunnison, at the foot of Mount Carbon, on a branch of the Denver, Leadville, and Gunnison Railway. The mine was opened in 1881, some time prior to its acquisition by the Union Pacific Railroad. The coal, of bituminous grade, was five feet thick, with a dip of six degrees, and was reached by a shaft 134 feet deep. The roof of the mine was soapstone and the floor was fire-clay. However, the coal was considered the best domestic coal then mined in Colorado. In spite of its high operating costs, the mine at Baldwin was operated at a profit until 1889. Operations were curtailed by the company until 1892, and during the next ten years the mine was operated by various lessees, and thereafter it was closed.

Como was the site of the most extensive and most dangerous workings of the company in Colorado, dangerous because of the presence of great quantities of explosive gas. Como was located in the South Park country between Leadville and Gunnison on the Denver and South Park narrow-gauge railroad. The early records are not clear as to the date of the opening of each of the five mines, a report made in 1891 stating that the company had no information as to the date of their opening, while a

report made in 1902 states that they were opened in 1883. It was in the latter year that the Union Coal Company was incorporated. Robert Muir, who worked at Como in 1886, recalls that the first mine there was opened for the Union Coal Company by a Mr. Hopkins, who lived near Henefer. Como post office was at a settlement three miles away, named "King," after W. H. King, who was county clerk, postmaster, and manager of the company store.

Of the five mines opened at Como, the first four had been abandoned before The Union Pacific Coal Company assumed control in 1890. Early records say that the reason for abandonment was not known, except in the case of Mine No. One, which was closed in 1889 by a mine fire. A clue to the final closing of the mines is given in a description of the mines made by Mr. Muir. He said the roofs of all five mines were of soft, granulated, sandy shale, and that, even with the use of cross bars and lagging, the sand would flow into the mines. As before mentioned, the presence of explosive gas resulted in numerous serious fires and explosions, one explosion on January 10, 1893, killing 25 men. Tom Quealy, one of the famous Quealy brothers who made coal-mining history in the early days, was killed at Como while serving there as Superintendent. Despite the fact that the mines at Como were operated at a loss of several thousand dollars annually, the last mine, No. Five, was not abandoned until 1894, when the railroad on which it was located passed out of the control of the Union Pacific System.

The mines at Louisville, Erie, Boulder, and Northrop are spoken of as a group in the early records. No information is contained in the reports as to the dates of their openings. The records indicate there was a mine at each place, and that all were abandoned in 1885, because of labor difficulties. It is likely that, since operation of the mines was, for the most part, carried on at a loss, they were allowed to remain closed when the miners, acting contrary to the instructions of their own labor leaders, went on strike at the time of the Chinese Riot which occurred in Rock Springs. Some of the properties were, however, later leased to outside interests.

The two mines at Franceville were located on the Union Pacific, Denver, and Gulf Railway, in El Paso County. They were opened by the Denver and New Orleans Railroad, the date of opening not of record. They never were operated by the Union Pacific Railroad. The coal, found in a vein from seven to eight feet thick, was light and friable, and consequently not suitable for locomotive use. The only demand for the output was for domestic purposes. Until they were abandoned in 1898, the mines were leased to outside parties.

No complete records of officials at the Colorado mines have been kept, but the following men are known to have been employed at the towns during the operation of the mines:

At Baldwin: J. P. Cummisky, John Morris, Thomas Ramsey, John Webb, E. S. Brooks, and James Watson, all serving as Superintendents.

At Como: A. C. Beckwith was General Superintendent; S. R. Slocum, Assistant General Superintendent; John Keay, A. J. King, Thomas Ramsey, John Morris, G. R. Sweeney, and P. Harding served as Mine Superintendents. At Franceville: John Morris was a Superintendent.

Taken as a whole, the Colorado mines referred to were a speculative venture. Little was then known about the major coal deposits of Colorado, and as all the openings were located without definite knowledge of the geology of the field, the efforts to find and develop workable deposits of coal were conducted on a chance basis.

CHAPTER XI.

Hanna, That Yet Thrives

Tells of the Hanna mines named after Mark A. Hanna, who it is reported once said that the field could "supply the nation with coal for a century," of a field that has produced to the end of 1939, a total of 22,083,835 tons of good coal, but which unfortunately suffered two most tragic explosions, where Tom Butler rose from trapper boy to General Supervisor of Mines, leading the Old Timers' Parade from its inception, astride a "safe horse," his head crowned with a "self-cocking" opera hat, and where Tom Love, who is as lovable as his name indicates, yet conducts a talkie movie and a dozen other enterprises. It is at Hanna where the Boy and Girl Scouts' First Aid Teams came into full flower, winning many prizes at the recurring First Aid Field Day meets.

THE original Carbon coal basin was beginning to show signs of depletion by 1887, and the coal was also gradually becoming poorer in quality. Despite the faith that loyal Carbonites held in the inexhaustibility and richness of the field, the Railroad began casting about for a place in which to locate new mines. Through the winter of 1887 and all of the year 1888, prospecting was carried on along the route of the old main line, which then ran six or seven miles south of the present town of Hanna. Two of the men sent to the area under the direction of the Carbon Superintendent, L. R. Meyer, were T. O. Minto, Manager of the Beckwith-Quinn Store at Carbon, and W. H. Brown, who later became Superintendent at Dana. Minto waited only to finish the prospecting before he returned to the store, from which place he was later transferred to Rock Springs as Manager of the big Beckwith-Quinn general store there.

The prospectors found an excellent seam of coal, and Joseph Cox arrived in 1889 with orders from Meyer to take charge of development work. Mr. Cox, who had previously been in charge of the opening of the nearby Dana mine, was splendidly equipped, both in point of experience and in temperament, to manage a rough, new-born mining town. In appearance he was a typical Englishman, but he had none of the Englishman's traditional reserve to hamper him in his dealings with the miners. One who knew him thus described him: "He was hot tempered, quick on the trigger, but kindhearted. He would explode, swear until the air was blue, and then give you everything he had."

Another of the men who helped open the Hanna mines was T. H. Butler, who rose to the position of General Supervisor of all the mines of The Union Pacific Coal Company, and who, now retired, lives in Ogden, Utah. Born on November 27, 1870, in the first Union Pacific coal town, Carbon,

Butler has been an employe of The Union Pacific Coal Company since its inception, and before that worked for the Coal Company's predecessor, the Coal Department of the Railroad. Tom entered the employ of the Coal Department as a trapper boy, a position which no longer exists in Union Pacific mines. It was his duty to guard the heavy wooden doors by means of which the air currents for ventilation purposes were directed throughout the workings and to open the doors for the passage of men or cars, and to close them tightly thereafter.

The Coal Department made arrangements for the boys who worked in the mines to attend day school during the summer when work was slow underground, and a night school during the busier winter months. Tom took advantage of this opportunity and thereby obtained an eighth-grade education. Later, by reading and home study, he acquired what he modestly termed "the rudiments" of business methods and mining practices. He served a long apprenticeship before his appointment to the position of General Supervisor, having performed almost every type of work that is carried on in and around the mines. He served as trapper boy, driver, miner, weighman, mine clerk, mine foreman, and Superintendent at Hanna, also as Superintendent of the Superior as well as the Rock Springs mines. His father before him was a pioneer miner, who helped to open the first mines at old Carbon.

First uniformed Girl Scout First Aid Team from Hanna. This team demonstrated their skill before the Governor of Colorado, at Denver, July 1, 1926. Left to right: Leona Tate, Captain; Muriel Crawford, Edith Crawford, Helen Renny and Eileen Cook; Lucille Wright, patient.

The branch line which was to connect Hanna with the Union Pacific's new main line at Allen Junction was not completed until 1890, a year after the opening of the Hanna mines. Until that time the workmen spent their days in development work and in building a town for their families and themselves to live in. Conditions in the Hanna campsite during the opening of Mines Nos. One and Two, in the winter of 1889, were much the same as those that prevailed in Dana the winter before. The workmen lived in tents, shivered in the icy mornings, and waded to work waist deep in snow. Their first amusement hall was the old freight depot, and later a clapboard shantie, the old Richards boarding house at No. One Mine. A company store was built promptly, but Hanna was to wait for a second store until 1895, when T. R. Jackson, the clothing store operator at Carbon, opened a similar store at Hanna. Jackson was the only independent store owner ever to establish himself at Hanna. The manager of the company store was George Doane, an eccentric bachelor but a shrewd business man.

A school building was erected that first year, but children were lacking, and the doors remained closed for want of pupils. The most of the residents of Hanna were single men, and those few who were married maintained homes at Carbon for their families, visiting them on week-ends. When school was opened the following year, J. H. Matthews was the teacher. Later he moved to Rock Springs to take a position as principal of the Rock Springs school and was succeeded at Hanna by Clinton Hume. The little frame schoolhouse that had stood deserted the first winter at Hanna was to be followed by a number of other buidings; it was the forerunner of the sound school system which the town operates today, a system which includes a high school course, with complete manual training and gymnasium facilities.

The streets were laid out at the opening of the town with somewhat more consideration than had been given them in the majority of other coal towns. Instead of digging into the most convenient gulch bank to make a dugout home, or erecting a building on the most convenient spot, the builders laid out an orderly scheme of streets and alleys, containing two concentrations of buildings, one near each of the mines. The main street ran north of and parallel to the railroad. South of the tracks the buildings were called No. One Camp, and north of the tracks they were called No. Two Camp, although each was a part of Hanna. Hardy workmen from the British Isles and Finland comprised most of the population in the early days. Despite the severe winter and the hardships of living, they were seldom sick during these first few years. Unlike most other newly fledged mining towns, Hanna possessed a resident physician from the first year of her founding, in the person of Dr. Newell.

Rattlesnake Creek, about sixteen miles south of Hanna, afforded a good water supply, but this blessing was not immediately discovered, and for some time after the mines were first opened the workers hauled water to the town and distributed it to the homes in barrels. With the laying of water pipes to the houses and the installation of a gravity water line sixteen miles long, the foundation was prepared for the boast that resi-

dents of the town still make today, that Hanna water is "the best in the state." The convenient and plentiful water supply made possible lawns, gardens and trees for the miners' homes.

It takes time to develop mines to such an extent that production from them approaches the maximum. Consequently it was at least three years before the Hanna workings were large enough to give employment to the maximum number of men. The population of the town grew in that time to 1,500, and has remained in that neighborhood ever since then. An exceptional thickness characterized the seams at the Hanna mines, that in No. One being from fifteen to thirty feet thick, and that in No. Two being from twenty-four to thirty feet thick. For this reason, the coal was mined in "benches," that is, sections of the face were drilled and shot down in separate benches. Several feet of coal were left at the top of the seam to protect the rock above it. Hoists, water pumps, and ventilation fans were at first the only machinery used in the mines. Mining was carried on with picks and powder, and the haulage was by mules.

Mine No. Two had an erratic history. After three years of operation, it was closed in 1891 because No. One Mine was supplying all the needs of the Railroad and the commercial users in that area. It was reopened and operated for two months in 1895 during the temporary closing of

Testing for gas in Hanna No. 4 Mine. Note large block of coal shot from top mining.. This coal was mined to a height of twenty-six feet.

No. One Mine, due to a mine fire. When, in the latter part of April, 1895, it was closed once more, all the material and tracks were removed, the entrance was sealed, and eventually the mine filled with water.

Ten years later No. Two, a twice-closed mine, was dewatered, new track was laid, and operations were resumed, continuing until April 20, 1934, when all mineable coal had been worked out. The only appreciable interruption of activities in those twenty-nine years occurred on June 9, 1922, when the tipple, boiler house, and old power house were destroyed by fire. The mine resumed its activities on November 13th of the same year.

THOMAS H. BUTLER

No. Two Mine produced 6,256,157 tons of coal, its production reaching 2,200 tons daily during periods of heavy demand. The original room-and-pillar system of working the coal, with the rooms driven up the pitch, was changed to the panel system in 1912, by which the rooms were worked on the level because of the heavy pitch of the seam and the desirability of undercutting the coal. Electric mining machines and drills were installed at this time, and electric locomotives had already been placed in service. Permissible powder and electric cap lamps were also adopted as safety measures because of the presence of explosive gas in the lower entries. When the mine was closed finally, the men who had worked in it were transferred to No. Four Mine at Hanna, or to the mines in the Rock Springs field.

Mine No. One was a pathetic story of grief for the company, its employes and their families. Work was progressing as usual on June 30, 1903, with no warning of the horrible catastrophe that was almost upon them. At ten o'clock in the morning people outside the mine heard an ear-splitting crash, which has been described as sounding like the explosion of a heavy charge of dynamite in rock. Timber, masonry, and earth, coal and rock were catapulted from the two portals of the mine. Heavy smoke poured out into the air. Rescue crews sped into the mine as quickly as they could be organized, but the inner workings had been caved badly and soon, with the pumps stopped, water began to rise in the lower reaches of the mine. A check revealed that one hundred and sixty-nine men had been killed, including John Battle, the Foreman. It was not until the following November that the last caved-in working had been uncovered and the last body removed. Early in 1904 the mine was reopened.

The second disaster to No. One Mine occurred on March 28, 1908, as suddenly and unexpectedly as the first. The second explosion was much

The new store at Hanna opened in 1939. 1—View from Highway 30; 2—The force in front of the building; 3—Dry Goods and Clothing Section; 4—Grocery Section. G. E. Bullock, Manager.

like the first, coming at one o'clock in the afternoon. Rescue crews once more assembled to carry on their grim task. The workings were found to have caved badly, and smoke and gas were pouring up from the depths in such volume that the lives of the rescuers were in constant peril. At ten-thirty that same evening, a second explosion shook the mine, snuffing out the lives of forty-one members of the rescue crew. The company's officials agreed that no one in the mine could have possibly survived the two explosions, and that human life was too precious to be risked in any further attempt to recover the bodies of the men whose lives had already been claimed by the mine. Rescue attempts were, therefore, abandoned for the time being and the mine was closed. On July 10th of that year, after extended conferences held between the officials of the State Mine Inspection Department and the officers of The Union Pacific Coal Company, the mine was reopened and twenty-seven bodies were recovered. However, it was impossible to find all the bodies of those who died in the two explosions, and today No. One Mine remains the tomb of twenty-seven of those who died therein. The toll of this disaster was fifty-nine lives. Superintendent Alexander Briggs, Foreman Joseph Burton, and the entire underground staff were among those killed, as was State Coal Mine Inspector D. M. Elias, leading a rescue crew. In recent years the coal company's engineers located a site for a monument, directly above the place where the ashes of the twenty-seven men rest within the mine, and on each recurring Memorial Day services are held in memory of those who died in the scorching flame that wrecked the mine on that memorable March 28, 1908.

Mine No. Five was opened in 1918, but, because of heavy rock bands found in the seam, was closed within a year. This mine was never developed beyond the prospecting stage. No. Six Mine was opened in September, 1929, and the main slope, the main return air course, and the manway were driven a distance of 1,760 feet. After operating three and one-half years, it was closed down in March, 1933, as No. Four Mine supplied all the coal required from the Hanna district.

The coal seams in the Hanna mines are high and the conditions surrounding the working of these seams consequently dangerous, but, in spite of such adverse circumstances, Hanna has maintained an enviable safety record. Mr. E. S. Brooks was Superintendent at Hanna at the time of the first explosion at No. One Mine, and he later became a leading figure in the operations of the Coal Company. Other men who have served as Superintendent at Hanna, in addition to Brooks, Meyer and Alexander Briggs, who have already been mentioned, were James Bowens, who succeeded Meyer and remained in charge until Brooks took over the task. T. H. Butler succeeded Mr. Briggs. Other Superintendents were William Hartman, William T. Cowdrey, and O. G. Sharrer, the present incumbent. Joe Lemoine is now Mine Foreman, having acted in that capacity for a number of years. Pete Henningsen is the Master Mechanic and Electrician. Henry Jones is mine clerk, and William A. Raite is material clerk. Thomas Love, who is now engaged in many activities at Hanna, once served as Outside Foreman, and also as mine clerk, at Hanna. John O. Holen, later Superintendent at Superior and at Reliance, was also Master Mechanic and General Master Mechanic at Superior, Cumberland and Hanna.

The religious needs of the people are taken care of by the Methodist, Episcopal and Catholic Churches. The colored people also have an Episcopal church which takes care of their needs. Hanna has been outstanding in First Aid work for many years. Both the adult mine workers teams and the Boy and Girl Scout First Aid teams have done valiant work at the recurring First Aid Field Days in Rock Springs. Many of the championship cups have been won by these teams, which included, on different occasions, both adult Japanese teams and Japanese Boy Scout teams. The local hospital at Hanna takes care of cases of sickness and all mine injuries, serving the needs of the surrounding country for a radius of fifty miles. Dr. R. M. Leake is the resident physician and has one assistant and a staff of competent nurses. The Hanna men are justly proud of their hospital, although Highway No. 30, passing through Hanna, now furnishes more accident patients than do the mines. In 1939, the Coal Company built a new merchandise store on Highway 30, tearing down the old building that was moved from Carbon when that town was abandoned in 1902.

Hanna enjoys the distinction of valiant work done by the Boy and Girl Scout teams, with the only distinctive Japanese teams, and the Hanna Band, made up of employes, is known throughout the state as one of the best.

CHAPTER XII.

Dana, Which Lasted But Three Years

Tells of the brief life of an ill-advised development, where but 62,792 tons of lignite coal unfit for locomotive or commercial use was mined, which, when used for locomotive fuel, left a luminous trail that looked like the tail of a comet, behind the freight and passenger trains as they streaked across the desert. Dana camp lasted only from 1889 to 1891, long enough, however, to leave some now half-century-old memories of week-end dancing parties in the neighboring Elk Mountain district, the means of transportation, an old regulation stage coach drawn by four to six horses, the driver a colored man who answered to the name of Brown.

THE same winter that prospecting parties for the railroad discovered the site where Hanna was later to be built, another party came upon a promising outcrop of coal along the railroad line about twenty miles west of Carbon. L. R. Meyer, Superintendent at Carbon, was directed to negotiate the opening of a mine there from his Carbon headquarters. Meyer, a powerful, stocky figure of a man, was known for his fairness in his dealings with the miners. In his heavy German accent, he spoke gruffly and abruptly to the men, but he was kindly and gentle at heart. Later Meyer was to become a banker.

During the winter of 1888, Meyer sent Joseph Cox to superintend the mine opening, and Thomas Preston to act as Mine Foreman. The latter remained in the district until Dana was abandoned in 1891. After the opening of the mine, W. H. Brown was made Superintendent. In 1890, W. R. Gardner took his place and remained while the Dana mine was in operation.

The miners sent out from Carbon that first winter proved to be too few to handle the work at Dana, and the Railroad imported a number of experienced negro mine workers from the South. Almost at once it became apparent that the rigorous weather would be too severe for the Southerners, and there was a large turnover of negro laborers. The few who remained through that first winter, however, stayed with the company and were transferred to the mines at Hanna when Dana was closed permanently. A few are still there.

Dana was a gay town while it lasted. The surrounding country invited fishing and hunting, and outlying ranches in the Elk Mountain district offered a splendid place for week-end dancing parties. The miners danced in the hay barns in the flickering light of lanterns and torches, and when they paused to rest, they sat on bales of hay. To take them to and from their parties they pressed into service an old regulation stage coach drawn

by four or six horses and handled by a negro coachman named Brown. Few modern drivers in regulation livery could be classed with him in handling the reins over the jolting trails, with no culverts, and fording the water courses. Dana was yet a town of tents, and even the saloon and the store were under canvas. During the heavy snows of '88 and '89, the miners often went to sleep in full out-door clothing to keep warm. Dana was not fated to live long, for her coal was a rather low grade of lignite and was not well adapted to locomotive use. An old timer who worked in Dana gives an interesting account of the difficulties of burning the Dana coal:

> "As the engines of that day were not equipped with stack netting, the chunky portions would remain on the grates, while the finer particles would shoot through the flues to issue from the stack a stream of flame, which was, from back in the hills, an impressive sight at night.
>
> "Trains running against the wind were in constant danger from box car fires, and while most of the train crews rode with fire buckets, sousing small blazes, sometimes fire would break out at many points at one time and would 'best' the crew. With inadequate fire fighting equipment at hand, the only chance left with a car fire was to cut the train in two and run for the nearest stand pipe or water tank, which might be miles away. These runs were the chief outdoor sport of the period, on the division between Laramie and

Camping Party near the headwaters, Medicine Bow River in the Seventies

Rawlins. Many bets were laid by train crews and onlookers as to whether the stand pipe would be reached before the cars would burn to the tracks, and it often was an even break, particularly in a high wind.

"The game was exciting, with one or several box cars ablaze streaming behind a flying locomotive, with the whistle tied down for a clear track and everyone within hearing or seeing distance on hand to watch the outcome. But such sport, of course, could not last and the 'old man' sent us scouting for new fields in the vicinity, with the result that location was made on the present site of Hanna, and Mines Nos. One and Two opened up during the summer of '89, and a branch line of railroad was laid connecting to the main line at Allen Junction the fall of the same year."

Only a few houses were built during the few years that Dana's mine was being operated. The company store provided the necessities for the residents of the town. The boarding house was operated by Job Nixon. In his report for the year 1891, G. W. Megeath, Superintendent of the Railroad's Coal Department, had this to say of the Dana property:

"The mine is worked by a slope which runs in a northerly direction diagonally across the dip. The dip of the slope is about sixteen degrees, while the seam dips about twenty-six degrees. Length of slope, 1,300 feet; thickness of seam as mined, seven feet. The coal does not give satisfaction for domestic or stationary use, and has been found quite dangerous for locomotives on account of its tendency to spark. The mine is thoroughly equipped with a standard tipple as at No. Three in Rock Springs, and the manner of mining and hoisting the coal is the same. The camp is also equipped with sixty-two tenement houses and the machinery and buildings are in first-class condition. The total cost of improvements, $95,000. While the coal in the bottom of the seam is getting somewhat stronger, the change is not marked enough to indicate the probability of ever getting a very valuable article by going deeper. Coal of a much better quality can be produced so much cheaper at Hanna that it would not be economy to continue to use this coal. Three levels have been turned and considerable trouble has been experienced in keeping up the top and preventing the bottom from heaving, as the fire-clay underneath the coal becomes moistened.

"The material in the mine will be pulled out in the spring and used elsewhere and the mine allowed to fill up. The plant will be looked after by a watchman. Should it become necessary in the future to take coal from this point, the slope can be reopened and new entries driven below the present workings. The mine has not been worked since last spring."

Workmen at the Dana mine were given employment at other company properties. The ruins of some of the old buildings may still be seen at the old site. Close by old Carbon, and the younger Hanna, Dana took its place in the category of "ghost towns."

CHAPTER XIII.

Pleasant Valley, A Utah Property

Tells of Pleasant Valley, Utah, that nestles under the mountain in the land of the Mormons, a now almost ghosted town where a small quantity of coal for truck haulage is yet mined. Tells also of the many fine men who officiated at Pleasant Valley, including "Bishop" Sharp who not only led his flock well, but became one of Utah's most noted coal mining officials. Mine fires, faults and taxes, all combined to lead to the demise of this once fruitful property, where English, Scotch and Welsh miners toiled below ground in a seam of coal twenty-eight feet in thickness.

THE Pleasant Valley coal mine was taken over by The Union Pacific Coal Company in November, 1890, with the transfer of the Utah Northern Railway to the Oregon Short Line, a subsidiary of the Union Pacific Railroad. Pleasant Valley, originally called Scofield, was situated one hundred twenty miles south of Salt Lake City, in Emery County, Utah. The first mine in the Pleasant Valley Seam had been opened nine years previous to the transfer by The Utah Central Coal Company. With the opening of the mine, a seam of coal twenty-eight feet thick was found, which proved continuous throughout the mine. With a sandstone floor and roof, the future of the mine seemed assured. An accident, however, upset the mine's bright prospects on New Year's morning, 1884, when the tipple caught fire, burned down, and set the coal in the mine ablaze. John McLean and his son were killed in the flames and the mine tunnel was permanently sealed. A year later the mine was holed into from Slope No. Two, through which all the coal was hoisted. However, mining was confined to the Pleasant Valley Seam.

As the work progressed, the Utah Central Coal Company bought certain lands held by individuals in the locality, and in the early spring of 1884 another mine was opened on the same seam. Since the first mine was sealed permanently, the new mine was called No. One. The Foreman who opened both mines was John Fife, who continued in charge until 1886, when he was relieved by James Russell. A year later Mr. Russell was succeeded by W. G. Sharp as Superintendent, and the mine was worked under Sharp's direction until 1892. Those who later operated the property were W. W. Hale, J. R. Sharp, W. B. Rae, Gomer Thomas, George A. Murphy, and Bernard Newren.

When The Union Pacific Coal Company took over the Pleasant Valley properties in November, 1890, the Coal Company had been incorporated but two months. Many problems arose for the new management to solve, one of which was that the only railroad serving the mines was the Rio Grande Western. The following excerpt from the annual report of the

Coal Company for the year 1891, by its Superintendent, G. W. Megeath, tells of this situation:

> "On account of the Union Pacific having no tracks to this mine, with all coal being shipped from Scofield to Provo over the Rio Grande Western, the output is limited. The present capacity would be about 600 tons of screened coal per day. The Rio Grande Western charges $1.25 per ton for the haul from Scofield to Provo, a distance of a little over 67 miles and pays no rental for the use of the Union Pacific cars. For a number of years it has been customary to supply the engine coal for the Utah Division from this mine. On the first of October, 1891, application was made to the Rio Grande Western for a reduction in the freight rate to $1.00 per ton. The request was declined, and the order for engine coal for the Utah Division was transferred from Scofield to Rock Springs, it being thought advantageous to the interests of the Company to haul coal from Rock Springs to Salt Lake rather than to pay the Rio Grande Western $1.25 per ton for the haul from Scofield to Provo, and then haul the coal from Provo to Salt Lake over the Union Pacific. The trial has demonstrated the fact that it is cheaper to fuel the Utah Division from Rock Springs.
>
> "Could a rate of $1.00 per ton be secured, it would probably be economy to take the coal from Scofield mine for the Utah Division. Everything in and surrounding the mine is in good condition, excepting the fact that the present workings are surrounded almost entirely by down-throw faults; and if the mine should at any time in the near future be worked to anything near capacity, it will be necessary to put in some system of haulage, and it is possible the ground east of the mine will have to be prospected with a diamond drill. Assuming that the same body of coal exists beyond the down-throws, the mine will last for a great many years. At present it is only being worked to take care of the commercial trade."

Despite these difficulties and uncertainties, the Company continued to help the town to grow and prosper. A physician was brought in and a schoolhouse was built. Up to this time classes had been conducted in the meeting house of the Mormon Church, which, incidentally, was the only church ever to be established in Pleasant Valley, even though the Mormons made up only one-third of the total population. All of the grades were taught by Miss May Kimball, who later married a geologist for the Utah Fuel Company, becoming Mrs. Robert Forrester. Mrs. Cunningham, whose husband acted as the town physician for two years, was the second teacher.

The town continued to grow, the population rising from 600 persons in 1890 to 800 in 1897. The most of the residents were English, Scotch and Welsh. In the middle nineties, the Coal Company went to the courts to contest the homestead claims of the townspeople. The Company pointed out that it had taken over the mines with the understanding that the transfer included title to all property in the town. However, the court decided against them, ruling that the Company owned only the mine and the mine property, which consisted of 1,542.5 acres of mineral, and that it held no rights over the town site. The result of the suit created no ill feeling between the Company and the homesteaders, and soon after the decision, the Coal Company deeded a portion of its land to the town to be used as a cemetery.

With the financial panic of 1897, the demand for commercial coal dwindled, and it became necessary to close and seal the mine, which remained idle until 1907, when it was operated for three years, to be again closed because of lack of market. The World War, however, ushered in a business boom which again opened up a market for coal from this area, but The Union Pacific Coal Company was now definitely out of the commercial coal business and was concentrating all its facilities on the production of railroad fuel, with the result that it leased its Pleasant Valley, or Scofield, properties on May 1, 1917, to the Scofield Coal Company, composed of George E. Pexton, O. E. Bradbury, and J. H. Martin of Evanston, Wyoming.

Bernard Newren, who was agent in charge during the time the mine was closed, was retained by the new company as Superintendent. Newren had a long record of service in the Pleasant Valley mines, having begun work there at the age of ten as a greaser boy on the tipple, carrying on his school work between work shifts. Like many other men who rose to high positions in the coal company, Newren had served a hard apprenticeship as greaser, trapper, furnace tender on the large furnace that was used to ventilate the mine, lamp-oil distributor, powder boy, and assistant weighman.

During the period in which the Pleasant Valley mine was closed, Newren worked for the Utah Fuel Company, which operated Mines Nos. One and Four at Winter Quarters, two miles from Scofield. By a fortunate chance he was absent from the Winter Quarters mine when the disastrous dust explosion of May 1, 1900, took place, with the loss of two hundred lives. Returning to The Union Pacific Coal Company in February, 1908, he was assigned to the task of subduing the fire that still burned in the original No. One Mine. Later he was made weighboss at No. Two Mine, which had been opened in the meantime, and in 1909 he was promoted to mine clerk, the position he held until on June 1, 1911, with the closing of the mine, he was made local agent in charge of property. On May 1, 1932, Newren was made Vice President and General Manager of the Scofield Coal Company, which continued to operate the Pleasant Valley property until excessive taxation caused The Union Pacific Coal Company, the owners, to abandon the property, the taxes levied upon it far exceeding any rental and royalty return that could be obtained. With the abandonment of Pleasant Valley, the Coal Company's interests in Utah were restricted to its small holdings in the Grass Creek field.

CHAPTER XIV.

Spring Valley, Where Oil Drove Out the Miners

Tells the story of a mine and village that was endowed with high hopes, only to pass out in less than six years from causes seldom experienced in the annals of coal mining—the entrance of oil and gas into the lower workings of the mine. Here a mine was driven into an oil field, which status applies to it to this day, the scene of much prospecting. Here a town was built, with comfortable homes, sidewalks, trees, a public school and Episcopal and Mormon churches. Here Charles Morgan who is now joyously living out his sunset days as a retired pensioned Old Timer, worked as Master Mechanic, and "Sandy" Briggs, whose ashes rest under the monument erected above abandoned No. One Mine at Hanna, served as Superintendent when Spring Valley was closed as being too gassy and with too many oil seepages to operate safely.

THE first coal in the vicinity of Spring Valley was discovered by soldiers who were patrolling the country when the railroad was being put through in 1868. W. A. Carter, a speculator, took up a section of this land, which was located on the main line twenty miles east of Evanston, and began the work of developing a mine. The seam he worked became known as the Carter Vein. Later the Carters became interested in cattle, but the family still holds this section of coal land. Not until 1899, when it became evident that the operations at Almy would have to be discontinued, and that it would be necessary to provide other sources of fuel, did The Union Pacific Coal Company decide to open a mine on its land adjoining the Carter section. In November of that year August Paulson, one of the Company's prospectors, who had previously pointed out the site to the Company, was sent to Spring Valley with a crew of men to open the mine. Railroad workmen were grading in the Spring Valley area for a new roadbed for the main line which was being relocated to run through the Aspen Tunnel, five miles west, and the main slope of the Spring Valley mine passed under the tracks where the grading crews were working.

From a number of seams located in the immediate region, the seam selected for development was chosen very largely because of the fact that it was located close to the railroad's main line. The coal also appeared to be especially desirable for railroad fuel. Later when the coal was placed on the locomotives the railroad firemen, not being accustomed to this particular coal, objected to it, claiming that "one bucketful would easily make an equal volume of ashes."

In 1900 Gus Paulson, eager to return to his prospecting, was succeeded as Mine Superintendent by James Bowns, the Mormon Bishop who

headed a number of the Company's mines during the years preceding and after the turn of the century. David G. Thomas followed Bowns during the same year. He in turn was relieved by Alexander "Sandy" Briggs, who served as Superintendent of the mine until its closing.

A number of houses were brought from Almy, while the Company built others, modern brick homes, lighted with electricity. Sidewalks were laid, trees were planted, and a schoolhouse was built for the youngsters of the community, with D. E. McCurtain as principal. The Coal Company financed the building of the schoolhouse and even paid the teachers until the community organized a school district and took over the formal management of the school. The school trustees, Joseph Martin, James Knox, and Charles Morgan, served throughout the brief life of the town. In the heyday of Spring Valley, more than three hundred families lived in the village. Among the well-remembered names of Spring Valley are Nick Whelan and M. A. Niles, Store Managers; Charles Morgan, who was Master Mechanic, and Mrs. Morgan, who organized the first Sunday School, and a number of old timers, some of whom were William Wilkes, A. G. Hood, Joseph and W. A. Briggs, Edward Attryde, W. H. Groutage, William Nordevall, John Daniels, John Goddard, and H. J. Groutage. The Railroad Company built a large depot and installed a turntable at Spring Valley. Mine tracks, a tipple with shaker screens, and track scales, were also installed for the handling of the coal. Everything that was done, both by the Railroad and by the Coal Company, indicated that they were building a town that would continue to exist for many years. Here was no fly-by-night camp of tents and clapboard shanties, but the beginning of a permanent settlement, it would seem.

The first difficulty encountered was in the search for water. At Piedmont, six miles away, there was an artesian well ninety feet deep. The company wished to tap the stream, bringing this Piedmont well water to the Spring Valley site. Their engineers estimated that the stream would be reached at 1,185 feet at Spring Valley, so a contract for drilling two

BIRD'S EYE VIEW OF SPRING VALLEY
The town "as was" before it became a "deserted village."

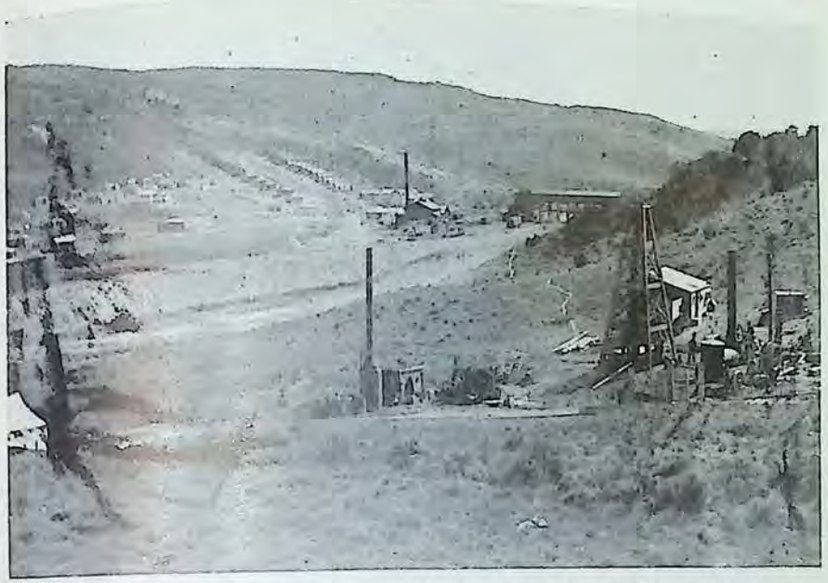
wells three hundred feet apart at Spring Valley was given to a man named Nebergall. The first well did not attain its depth before oil was encountered. Nebergall continued drilling, however, going down to the 1,185 foot level, where, instead of water, he found oil. The well was then abandoned, and the railroad hauled water to the town in tank cars until a supply of domestic water was subsequently discovered.

By this time, oil was beginning to prove a source of trouble in the mine. It seeped into the workings and caused the haulage ways to heave. Frequently the miners had to lower the tracks. The oil formed in large pools in the low places in the mine, and on one occasion, according to a report by Charles Morgan, miners carried eighty powder buckets of oil out of one low place in the workings. The oil taken from the mine was used to lubricate the hoisting engine. When news of this showing of oil became public, oil men began to show an interest in the Spring Valley district, and one San Francisco firm went so far as to file on an oil claim. The matter was taken into the Federal court, but the San Franciscans failed to secure oil producing rights superior to the Coal Company's coal producing rights. The court ruled, after a test showed that a well located in the area produced only a barrel and a half of oil a day, that the public interest would be served better by the production of coal than of oil. Thus coal continued to hold the upper hand in the Spring Valley territory, although oil still is being produced there in small quantities. In a way, oil won a victory over coal, however, for the presence of the oil in the mine was one of the major factors in causing the mine and town to be abandoned in 1905. The second major factor was the great quantity of explosive gas found in the mine.

The Coal Company did not relinquish the town without a fight. Residence houses stretched in rows on the side of the hill and in the valley,

SPRING VALLEY IN ITS HEYDAY

The Hotel of the town on Broadway Street, the tipple and the entrance to the tunnel are in evidence in this picture.



Oil derrick showing a glimpse of the town of Spring Valley in the distance, also the mine tipple. Spring Valley has long been a deserted village.

and there was a hall built by the Finns for their social gatherings. There was also a public dance hall, a saloon, and Episcopal and Mormon churches. The town had dug its roots in deeply for all its few years of life, and the Company which had nurtured the growth of the community and its activities, was loath to see it vanish. In an attempt to save the town, the Company conducted a widespread prospecting drive with diamond drills. The principal purpose of this prospecting was to locate the Kemmerer Seam, a thick seam of good coal with sound roof and floor and fine mining conditions in the places where it was then being mined. It had been determined that the Spring Valley seam was one of a series, and that this Spring Valley series was located below the Kemmerer seam. The seam sought proved elusive, however, and all efforts to locate it came to nothing. Meanwhile the Spring Valley mine became more and more dangerous to operate. It had been driven down to the sixth entry and was producing coal with fifty-eight per cent fixed carbon, some of the finest quality found in Wyoming, but the workings were becoming altogether too dangerous for the Company to let the men continue to enter them. There had been but few accidents in the mine, but the company officials, realizing the serious hazard, were continually on the watch to forestall a mine tragedy.

One day in the year 1905, the fireboss reported to Superintendent Briggs that gas was pouring into the mine from caves in a volume that could not well be cared for. Briggs ordered the men out of the workings

and reported to his superiors. He was promptly instructed to close the mine and to seal it up, which he did. Some of the workmen were kept at the site to dismantle machinery; others were transferred to the other company mines. The boilers and stacks were taken down and shipped to Cumberland. The houses were dismantled, the majority of them being hauled to Hanna, where No. Three Mine was then being opened. There was left, within the year, not even the skeleton of the busy mushroom town that had produced 495,114 tons of high grade coal in its brief six years of activity, and Spring Valley, with all its hopes for permanence, became just another "ghost mining town."

CHAPTER XV.

Cumberland, A Great Producer

Tells of Cumberland, a lilting name borrowed from the lofty mountain range that sweeps down through Virginia, Kentucky, Tennessee and Alabama, crowned with lofty pines, laurel and red-berried holly. A camp where 14,130,226 tons of splendid coal was taken out in less than three decades, a school for engineers and mine managers, the scene of Frank L. McCarty's service as a doctor of medicine, and how he conquered an epidemic of small pox with whiskey used internally and externally. Here it was that the mine slopes were driven down a mile from the mine portals, on a twenty-two degree pitch, only to stop when 2,000 feet of overburden and endless "bumps," said, "thus far and no further." Tells of Cumberland's Band, "a wonderful blending of reed and brass," that yet lives on as the Superior Band, with memories of the gallant Major Griffiths, former member of His Brittanic Majesty's Coldstream Guards, who, wearing a gorgeous busby thirty inches tall, his breast covered with medals won in Africa, led the Old Timers' Parade as Major-Domo—until he too went west.

THE turn of the century found The Union Pacific Coal Company mines working at full capacity to supply the demands of the Railroad; in fact the company's production was running behind schedule. With the Carbon field almost worked out; with the operating cost mounting daily in the Rock Springs original No. One Mine, and six other mines located there closed; with the last mine at Almy shut down, and Dana, Twin Creeks and Grass Creek turned "ghost towns"; with Pleasant Valley temporarily closed due to transportation costs, and with the Colorado mines abandoned, the Coal Company had no choice but to locate and open new mines, and that as quickly as possible. Consequently, the early spring of 1900 found a party of prospectors following the banks of a small mountain stream that originated far back in the hills of Uinta County, Wyoming, where Captain John C. Fremont had made the first coal discovery in 1843. Where Dry Creek intersects with Little Muddy, near what was then known as Little Muddy Gap, the prospectors encountered favorable outcroppings and established what was destined to become one of the prosperous coal camps of the intermountain west. The site was only a few miles south of the old line that had separated Mexican territory from Oregon before the great western land transfer was made to the United States in 1848.

The location was promptly dubbed Camp Muddy and Camp Muddy it remained until the tents and bunk houses gave way to the brick and frame buildings of a real village. Reliance, the settlement's next name, was soon succeeded by Cumberland. The latter name, chosen by F. L.

McCarty, Camp Foreman, who later became Mine Superintendent at Rock Springs, was selected because Muddy Creek Gap reminded him of the Cumberland Mountains in the Blue Ridge range in the eastern part of the United States. So promising was the site that the Oregon Short Line, a subsidiary of the Union Pacific Railroad, set a crew to work breaking ground for a branch line from Moyer Junction to the tent village. The coal company workmen did not, however, begin digging coal immediately, since the branch railroad was not to be completed until the following March. Instead they busied themselves in establishing a permanent town and constructing a plant that would be capable of heavy production later. Some experiences of that first winter were recorded by Foreman McCarty in the Employes' Magazine for June, 1926, wherein he said:

Do you remember old Snip and Trot, the Superintendent's team at No. 1 in Cumberland? This picture was taken in 1905 with A. E. Bradbury and John J. Hart—just after the team ran away from—Never mind, Mr. McCarty, nuf sed.

"A small commissary was opened, consisting of a very unusual stock; overalls from size No. 48 up, shoes from size No. 11 up, with other articles of apparel in proportion. As our crew were all six-footers, special sizes were necessary. A better crew, however, like the general population afterward, could not be found in any mining town had they been chosen from millions."

To McCarty as Camp Foreman fell a heterogeneous collection of duties, not the least of which was the duty of acting as mine doctor. The Commissary, early designated as General Headquarters, became of necessity the "doctor's" quarters too. In the midst of the roughest kind of frontier life, lacking adequate tools and training, McCarty single-handed treated all the ailments and injuries of the miners—and by virtue of good luck, common sense, and the splendid health of his rugged, six-foot patients, he managed to wind up his medical career without a single fatality, and Frank was never prosecuted for practicing medicine without a license. Deep snows prevented the transportation of patients to

the railroad, and the Foreman frequently had to treat cases that should have had hospital care, but the men afterward seemed none the worse for the treatment. Of his medical experiences, McCarty relates:

"Once we had a real scare, which some of the boys will remember, that caused no end of excitement at the time and considerable amusement afterward. It happened in the early spring of 1901. The majority of my bunch of huskies took ill, all in the space of a few days, and they were real sick. I had a hunch that a contagious disease was prevalent, but I could not figure out the trouble. It was beyond my diagnostic ability. My brain was fast becoming scrambled in trying to associate the symptoms with anything I'd known, when an old fellow named Ned Larkin came into the office, and as Ned was plentifully pock-marked, it dawned on me that the solution was stamped on Ned's face. Questioning him as to the symptoms, I found they checked fairly well with those of my patients, so we booked the disease as smallpox. We were advised that the only sure cure was good whiskey, applied liberally both internally and externally. I ordered a ten-gallon keg from Kemmerer, and Ned, being immune, was placed in charge of the sick. In the meantime practically the whole population of the camp had gone to their bunks, but by liberal applications of whiskey, plus Ned's experience, we had in a short time the upper hand, with very few of the boys bearing marks from the disease. The pile of whiskey requisitions written looked as though each patient took a daily bath in that delectable fluid, but as we came out without any serious results there were no regrets. Ned's requisitions would generally read: 'Please deliver to "hospital" one gallon Old Hickory, cured in wood, for bathing Swedes.' "

Old picture of Mine No 2 Tipple and Boiler Plant at Cumberland, Wyoming. No. 2 was opened in November, 1900, the first coal shipment made therefrom in April, 1901. The property was abandoned on June 30, 1927.

The surrounding countryside still bore evidence of early pioneering. Parts of old overland equipage and even headstones were found along the way where the original Oregon Trail had followed the course of the stream to its headwaters on the Bear River Divide, which testified to the passage of frontiersmen many years before. One very prominent headstone, a few miles west of the camp, was inscribed with the French name, "Francois Gramapicca," and dated 1843. No doubt it was the resting place of a fallen leader. The land itself was still wild enough. Deer were plentiful and large herds of antelope ranged nearby. McCarty recalls that on Christmas Day of 1900, the men shot four head of deer in the Willow Gap Vicinity, where a few days previous a herd of forty-two had been reported. Again writes McCarty:

> "Coyotes and wolves were numerous and prowled so close to camp that several were shot from the tents. There were few evenings that a chorus from a nearby pack or several packs was not heard. Trapping was a favorite pastime, and many good pelts were brought to camp."

From March, 1901, when the railroad branch to Cumberland was completed, work hurried forward apace, and during that spring and summer No. One Town and Mine No. One buildings were finished. Mine No. One had been opened during the winter, and thirty-three tons of coal had been taken out of it. In a short time this mine was producing as high as 3,000 tons a day, a record not equalled by any other one-tipple mine in the state. Chris Johnson, later the Master Mechanic at Cumberland, and later President of The Union Pacific Coal Company Old Timers' Association, was at the hoist controls when the first trip of coal was taken from No. One Mine. Three years later he was succeeded by Axel Johnson, who handled the levers until the last trip came out of the Cumberland mines on June 21, 1930. No. Two Mine was opened in 1901, and No. Three was opened in 1905, during which year the production of

The first Cumberland Band organized by leader U. B. Bovero in 1924. A marvelous blending of brass and reed instruments. Like "Abou Ben Adhem" the Cumberland Band led all the rest.

the mines reached a peak of 1,157,224 tons, and the production the following year almost equalled this figure with 1,068,468 tons. The output of the mines was not to reach these heights again, for the tonnage was on the downgrade and the field was going out. No. Three Mine operated only five years and was closed in 1910. No. Two lasted until 1927, and No. Two South, the last mine opened, which started in January, 1915, operated until 1929. When it became evident that the field could no longer be worked with any degree of safety or economy, plans were made to close the mines with a fitting celebration. The Company found places in its other mines for the Cumberland men, the largest group containing one hundred twelve men, being transferred to the Company's coal mines in the Rock Springs district.

Six tons of coal in one piece from No. 2 Mine, Cumberland, sent to World's Fair, St. Louis, in 1904.

Hundreds of persons were present for the closing celebration held on June 21, 1930, many men and women coming from distant points to do honor to the camp where they had formerly lived and worked. There was Chris Johnson, who had hoisted the first trip of coal out of No. One Mine thirty years before, and who returned to the hoist controls to hoist the last trip. Frank McCarty was there, too, to see the end of the town he used to know as Camp Muddy. There were others — some who were there in the throng that watched the early day boxing and wrestling, and that later milled about at the dance in the Cumberland Opera House, and some who had died during the life of the town were there perhaps in spirit to witness Cumberland's passing. To do honor to this host, representatives of the Company, of the town's Community Council, and of the Union, went together to the cemetery to place a wreath on their graves, and so the town's dead were not forgotten. Altogether it was a big celebration; the Opera House had never been so full as when the young people and the Old Timers gathered together to dance to the music of a cowboy band from Kemmerer.

Cumberland had been known as a finishing school for many a young engineer and doctor, whose first field practice commenced at this point. Among these men were Drs. E. S. Lauzer, Oliver Chambers, and H. J. Arbogast, now of Rock Springs, Dr. Ernest Weymuller, of Brigham City, Utah, and Dr. J. H. Goodnough and Dr. P. M. McCrann, who later

also became physicians in Rock Springs. One of the early engineers was William David Brennan, who became Engineer and Superintendent of the Superior Coal Company, and still later Assistant General Manager, and then General Manager, of The Union Pacific Coal Company, leaving the latter position to become Manager of the Phelps-Dodge Corporation mines at Dawson, New Mexico. When Mr. Brennan died on November 1, 1931, he was employed as President of the Utah Fuel Company, with headquarters at Salt Lake City. The first Chief Engineer at Cumberland was Frank A. Manley, who eventually became Vice President and General Manager of The Union Pacific Coal Company. On leaving the Company, he was employed by the O'Gara Coal Company, of Illinois, as Vice President and General Manager, and, at the time of his death on August 2, 1937, he was in the service of the Philadelphia and Reading Coal and Iron Company of Pennsylvania. A third Cumberland engineer who later attained high place was James Needham, who became General Superintendent of the Washington Union Coal Company, at Tono, Washington, and later Assistant General Superintendent of The Union Pacific Coal Company at Cheyenne. Mr. Needham was employed by the Republic Coal Company, a Montana property, with headquarters in Chicago, at the time of his death. A fourth engineer was William Getchel, and there were hosts of others.

Mine No. 2, Cumberland, boiler plant, tipple, charging station, etc. The garden plot in foreground is the back yard of the late George F. Wilde, for many years employed at that point, several of whose sons are still at work for the Company. Taken in 1926.

The list of former company officials at Cumberland includes, besides Frank McCarty, Jack Faddis, George A. Brown, William McIntosh, and George Blacker, who were at different periods employed as Mine Superintendent. Among the Mine Foremen were George A. Wilde, John Mates, Michael Blake, William Tate, John Hunter, Lyman Fearn; and Chris Johnson, Tom Davis and Arthur T. Henkell were employed as Master Mechanics at the Cumberland properties. Mr. Henkell, now deceased, later became General Master Mechanic of The Union Pacific Coal Company at Rock Springs. Store Managers at Cumberland were Horace Levesque, later Cashier of the Superior National Bank, Superior, Wyoming; S. D. Briggs, who became Cashier of the Hanna State and Savings Bank; H. J. Harrington; J. A. Williams; H. Harris; Nels E. Youngberg; John H. Holmes, and Harry Clark.

Cumberland is today a "ghost town," its mines One and Two, that dipped down to a depth of 2,000 feet below the surface of the valley, are yet living memories to many men still in the employ of the company, as well as many hundreds scattered throughout Wyoming, Utah, Idaho and the West. The Cumberland band of fifty-three pieces, a wonderful blending of brass and reed instrumental music, was organized in time to appear at the First Annual Reunion of The Union Pacific Coal Company's Old Timers' Association, held at Rock Springs on June 13, 1925. The leader was Bandmaster Bovero, with Major Griffiths, former member of His Brittanic Majesty's Coldstream Guards, carrying the baton. Farewell old Cumberland, you carried a great part, and gallantly, in the drama of western life, for thirty long, arduous years.

CHAPTER XVI.

Superior, Second Only To Rock Springs

This chapter tells of a sturdy, productive mining community where the last mine, constructed in 1938, will continue to produce coal (if coal is used), for three-quarters of a century. With prospecting begun in 1900 and production commencing in 1906, the Superior mines rank second only to those of Rock Springs in total production, 23,575,704 tons. In the forty years which have passed since Morgan Griffiths led his prospectors toward Horse Thief Canyon, six mines were built to produce until exhausted, the last of these. The D. O. Clark Mine, capable of producing more coal in twenty-four hours than all its combined predecessors could move over their thirty-inch gauge tracks. Superior is the home, four times won, of the little bronze lady and her child, the "Sentinels of Safety" trophy, awarded for outstanding safety records. It was here years ago that "Jack" Smith built a teacherage to house a host of lovely, smiling school teachers, the memories of which have kept him single but still admiring. The Company's "highest above sea level" development, Superior carries its head well up in the clouds.

AT THE time that the work of prospecting was being carried on in the vicinity of Cumberland, Morgan Griffiths and a party of prospectors struck out from Rock Springs in a northeasterly direction to prospect in Horse Thief Canyon, where it was known that outcrops of a promising deposit of coal existed. They had to travel but twenty miles before establishing their camp. A picturesque place, the canyon was named by the early settlers, who claimed that a gang of outlaws had made this their rendezvous and the hiding place for their stolen horses. The canyon was only one of several in the area to show outcroppings of coal. Griffiths and his party, which included Gus Paulsen, in direct charge of the field work, and Charles E. Swann, now Chief Engineer of The Union Pacific Coal Company, who did the surveying and mapping of the prospects, pitched three tents in the canyon to use as a main camp. The largest was used as kitchen and mess hall, while the other two tents served as sleeping quarters and storage room. One of the crew was delegated to cook for the party, with the understanding that anyone who complained about the cooking would immediately be delegated to take over the job. No complaints were forthcoming for some time, but one morning, when the breakfast was particularly inedible, one of the crew spoke out unguardedly, alleging that the biscuits were nothing but dough, the bacon burnt to a cinder, and the coffee not fit to drink. In the midst of his tirade, the complainant suddenly remembered the bargain about cooking, and so he stopped to muster a smile. "You know, boys," he confided pleasantly, "I like everything cooked

that way." The original cook kept his thankless job and the men continued to sit down to their rather unpalatable food.

Drinking water was obtained from springs in the vicinity of the camp, and wild game, including deer, antelope, and sage chickens, was found in abundance. Thus the crew had all the necessities of life within reach and were not altogether dependent on the commissary wagons that made periodic visits from Rock Springs, the headquarters. It required an entire day to drive by buckboard and mule team from Rock Springs to the camp, even when the weather was good, and it was not unusual in winter time, when the commissary wagon was overdue, for the prospectors to shoulder their shovels and, after a long trudge, to find the buckboard stuck fast in a snowdrift. At times the men worked for hours before they could clear the trail sufficiently for the rig to reach camp. The rather primitive life in the tents greatly enhanced the attractiveness of Rock Springs to the crew at work in the canyon, and the men looked forward keenly to their occasional return to town, although, according to Mr. Swann, their money melted away quickly when they came in. A favorite amusement was that of pouring nickels in slot music machines, dispelling with the nickelodian the silence of the hills with which their ears were filled.

Prospecting having developed that Seams Nos. 3, 1, 7, and 13, the latter now known as the Van Dyke Seam, were of sufficient thickness to justify the development of mines, preliminary railroad surveys were made up the long canyon from Thayer Junction on the main line. Later permanent surveys were made, and the construction of the railroad started. In the meantime, locations for mines had been selected and a town site laid out. The work proceeded rapidly. On October 23, 1903, the drift into "C" Mine was started, and on February 24, 1906, the slope was begun. "A" and "B" Mines were opened April 30, 1906, while "D" Mine was opened June 30, of the same year. "A" Mine was opened on No. 7 Seam, close to where the present highway now passes, and this mine was later to include Seams Nos. 1 and 3. The work was under comparatively light cover, and haulage was carried on by mules, with a few electric locomotives. The haulage from Nos. 1 and 3 Seams was conducted by an endless rope haulage on an outside plane to the tipple, a distance of 3,500 feet. The coal was all undercut with electric mining machines, and drilled with electric drills.

A number of dwelling houses and miscellaneous mine buildings were at once placed under construction, and during the early life of "A" Mine, a store and schoolhouse were erected. In the main part of the town substantial buildings, including store and office buildings, were built. The town was known as Reliance until, on July 14, 1906, the name was changed to Superior, the title it now bears. Some of the early Mine Foremen who managed "A" Mine were Jake McDonald, Tom Whalen and John Barwick. The mine was closed down and abandoned late in 1923, the workable coal mined out, No. 3 Seam being the last section to close. As before stated, "B" Mine

was opened April 30, 1906, on No. 7 Seam. A tipple was constructed and coal continued to be mined from this seam until 1918, when the coal was entirely worked out. "B" or Van Dyke Seam was well in the production stage when No. 7 Seam closed down, this coal also dumped over "B" tipple. As this chapter is written indications point to the permanent closure of "B" Mine early in 1940, due to the complete exhaustion of workable coal. The coal in No. 7 Seam and the Van Dyke Seam was entirely cut with mining machines, electric drills were used for drilling, and the haulage was conducted with mules and electric motors. The drift in "C" Mine having been started in 1903, work was begun in the slope on February 24, 1906, and "D" Mine was opened June 30, 1906, both mines on No. 1 Seam. These two mines are still operating at the present time, "D" Mine having been closed down in 1927 and not reopened until 1937 on account of lack of market. Both of these mines have been large producers, with a fine accident record. However, it is anticipated that both "C" and "D" Mines will be worked out and abandoned permanently within a few years.

"E" Mine was opened during 1910, and a modern steel screening plant was constructed that year, embracing several very unusual features. A shaft had been sunk for a distance of 100 feet from ground level, with a steel headframe erected thereon, on the top of which was installed a 200 H. P. electric hoist with full automatic control. Self-dumping cages were used for hoisting purposes, and a rescreening plant was erected nearby for the preparation of the smaller sizes of coal. After the plant had been in service up to 1922, it was found advisable to close it down and haul the coal to "B" tipple with a fifteen ton electric locomotive. In 1937 "E" Mine was completely closed down by the depletion of its coal reserves. The first shaking conveyor installed in the Rock Springs district was put into operation in "C" Mine during 1927, and at the present time all mines in Superior are fully mechanized. About 1910 a gas producer plant was installed at "D" Mine, the gas being used to operate an electric generator, but the quantity of electric power developed was so small and the expense so great, that the plant was abandoned in 1922.

The Superior mines were originally opened by the Superior Coal Company, which was organized December 28, 1905, with a capital stock of 10,000 shares, with a par value of $100 each. The company was managed by a board of directors consisting of Jochim H. Arp, John W. Lacey and Walter M. Lacey, the headquarters located at Cheyenne, Wyoming. At the first stockholders' meeting, held on December 29, 1905, John W. Lacey was elected President, Mr. Arp, Vice President, and Walter M. Lacey, Secretary. John W. Lacey continued to act as President until 1909. D. O. Clark was Vice President, Treasurer and General Manager from January, 1906, until June, 1911, being succeeded by A. H. Doane as Treasurer and by Frank A. Manley as Vice President and General Manager. W. I. Gifford was Secretary from January, 1906, to December, 1910. On August 18, 1910, F. P. Briscoe was appointed Auditor of the

company. Mr. Lacey was succeeded as President by Julius Kruttschnitt in July, 1909, and Mr. Kruttschnitt was followed by A. L. Mohler, who in turn was followed by E. E. Calvin, who served as President from July 1, to July 14, 1916, when the company was legally dissolved. In April of 1913, W. D. Brennan, who was appointed General Superintendent in September, 1912, was promoted six months later to Assistant General Manager of the Superior Coal Company and of The Union Pacific Coal Company. George B. Pryde, Mr. Brennan's assistant, was given the position of General Superintendent of the Superior Coal Company, in addition to the position he was then holding as Assistant General Superintendent of The Union Pacific Coal Company. The Superior Coal Company was merged with The Union Pacific Coal Company on May 1, 1916, and henceforth was operated by The Union Pacific Coal Company.

JOHN O. HOLEN

Among the men who helped do the preliminary work of opening the Superior Mines was Gus Paulson, who conducted the early prospect work, later to become Mayor of Superior and Outside Foreman of mines. Paulson, a genial, patient Swede, had a capacity for taking infinite pains with every piece of work assigned to him. The miners said that Gus Paulson could take a meager lunch, a pocket compass, and a map of any district, no matter how difficult the terrain, and locate the section corners with unerring accuracy. He had the distinction of once refusing a raise in salary when it was offered to him, stating that the company was then paying him all that he was worth.

During the years the mines have been operated at Superior, the following men acted as Mine Superintendents: Frank A. Manley, William D. Brennan, Frank Davis, Frank L. McCarty, T. H. Butler, John O. Holen, and George A. Brown. The present incumbent, Brown, a native Englishman, entered the service at Hanna, Wyoming, as a miner and was transferred to Superior as Mine Foreman of "C" Mine and later to Cumberland in the same position. He became Superintendent at Cumberland and was returned to Superior as Superintendent soon afterwards. Brown, an able administrative and mining executive, emphasized the importance of safety in the mines, and, under him, his personnel managed to make an enviable record, winning the Sentinels of Safety trophy four times. This bronze statuette, depicting an anxious mother with her child in her arms awaiting the safe return of the husband and father from his day's work, is awarded each year for outstanding safety work in all bituminous coal mines of the United States. Superior "B" Mine won the award in 1933,

"C" Mine in 1934, "D" Mine in 1937, and "B" Mine again became the winner of the little bronze lady in 1938.

The records of The Union Pacific Coal Company contain hundreds of names of men who worked in the Superior mines. They are the names of steady, fearless men, who helped to make of the pioneer community the thriving town it is today. Among those recalled are Thomas James, the first boss carpenter at Superior, now President of the Superior Lumber Company, in Rock Springs; John Hillquist, Joe Traher, Steve Sharp, William Hartman, Albert Heikes, Jake McDonald, Tom Whalen, and Joe Barwick, all former Mine Foremen; and W. L. Cowdrey, John Green, T. H. Utley, A. T. Henkell, D. T. Faddis, M. A. Hansen, Boyd Betcher, and Roy Hiner, Electricians and Master Mechanics. Among the engineers who served at Superior were W. D. Brennan, Dee Zimmermann, and J. A. Smith. Smith, "Jack," as he is known to his legion of friends, did a good engineering job in the early days of Superior, making the estimates and supervising much of the construction work. Jack served in the United States Army overseas during the World War, with the rank of captain. When the first store was opened in Superior, Stair Briggs, later a Hanna business man and now deceased, managed it. He was succeeded by H. L. Levesque, Harry Harrin, James McPhie, Walter Williams, and the present manager, Charles A. Dean. Other men who figured in Superior's activities were Chauncey Murray and Port J. Ward, who, with Gus Paulson, were Outside Foremen, and H. R. Dearstyne, C. F. Philbrick, E. J. Swietzer, L. V. Dunevant, C. F. Miller, A. G. Hood, Ernie Shaw, and Wendell Clark, all mine clerks at various times.

J. A. SMITH

The first church at Superior was Episcopal, with Reverend Golden as its first Rector. After Reverend Golden's resignation, the pulpit was supplied from the church at Rock Springs. Early in the history of the town, Reverend Anton Schiffrer instituted Roman Catholic services for the people of his faith in Superior, this in addition to his work as pastor of the North Side Catholic parish in Rock Springs. Transportation was difficult in those days, and Father Schiffrer was often forced to travel on foot to Superior to minister to the spiritual needs of his people. At other times he went about on horseback, as had the early Jesuits in Canada and the West. Later Rev. S. A. Welsh of Rock Springs took over this work, and he now has an active church membership and Woman's Sodality functioning at Superior. For many years the Mormon people have been active in the religious work of the community, Bishop Harris now having charge

of the work for this denomination. The Mormons maintain an active Sunday School and Woman's Relief Society, in addition to the regular church work. A Union Sunday School, under the leadership of James Haueter and a staff of teachers, at the present time holds regular services at Superior.

In 1934, when it became evident that the coal reserves contiguous to the present Superior mines were nearing exhaustion, active prospecting was started in the vicinity of the mines. Numerous diamond drill holes were put down, but sufficient coal was not found in any one area to justify the expense of opening a new mine. Subsequently, a location for prospecting was chosen northwest of the present "D" Mine slope entrance. Both diamond drilling and surface prospecting were carried on energetically, with the result that by the middle of 1936 enough reliable data had been obtained to justify opening a new mine of large capacity. Prospecting had indicated reserves of 40,000,000 tons, with further substantial reserves partially prospected. During the latter part of 1936, the Coal Company's Engineering Department proceeded with the mapping of the workable coal areas. With this information properly platted, main slopes were laid out on a ten-degree dip, these slopes indicating that Seams Nos. 7½, 7, 9 and 15 would be intersected in the slopes, the lower or No. 15 Seam, at a distance of 2,600 feet from the surface. No. 1 Seam, located higher up,

D. O. Clark mine tipple at Superior, built in 1938, placed in operation Jan. 1, 1939. Built by Allen & Garcia Company, Chicago.

showed workable reserves over a fairly large territory, and this coal will eventually be dropped to the loading station on either No. 7 or No. 15 Seam. Detailed plans were made for the two slopes, loading stations and slope partings were established and work in the several seams was projected. Instead of using a hoist on the main slope, which necessarily would have to be of very large capacity, details were worked out by the Engineering Department for a belt conveying system. A modern steel tipple structure was also designed.

Authority was next requested to construct and equip the new mine, and, after this had been obtained, a contract was awarded to The Utah Construction Company, of Ogden, Utah, for the work of driving the manway and conveyor slopes, each a distance of 2,600 feet, the elevation of the mine portal 7,265 feet above sea level. Contracts were also awarded to the same company for the sinking of two air shafts, one to No. 7 Seam, to a depth of 240 feet, and one to No. 15 Seam, a depth of 540 feet. Subsequently, contracts were also awarded this company for the partings and loading stations at Number 7 and 15 Seams. A second contract was entered into with the Link-Belt Company, of Chicago, for the installation of a complete conveyor belt system, with transfer stations and drives. The contract for the erection of the tipple structure, for which plans had been drawn up by the Coal Company's Engineering Department, was awarded to the Allen & Garcia Company, of Chicago. The work of The Utah Construction Company was completed April 1, 1938, the Coal Company continuing the work of extending side tracks and the development of Nos. 7, 9 and 15 Seams. A limited tonnage of coal was mined in the process of developing these seams. The first carload of coal, Union Pacific 30714, net weight 103,200 pounds, was loaded on April 15, and billed to Cheyenne April 16, 1938, the output totalling for the year 1938, 38,377 tons. The mine was put on a producing basis on New Year's Day, 1939. Exactly two months previous to January 1, 1939, the extension of the conveyor system to No. 15 loading station from No. 7 station had been completed, and the tipple placed in operation. Upon the completion of the tipple, extensive additions were made by the Railroad to the yard tracks, providing ample storage capacity for empty and loaded railroad cars.

The new mine is modern in every respect and is designed for an ultimate production of 7,500 tons per day of two shifts. The two fans are of modern propeller type, and will supply adequate ventilation for many years to come. The mine is also being equipped for one hundred per cent mechanical loading. Steel rails weighing 75 pounds per yard, laid on creosoted ties, have been installed on all main haulageways, and cars of four-ton capacity, discharged through two rotary dumps, are also being used. Steel timbers and crossbars, with concrete footings, were used in the construction of the slopes and partings. No more modern mine exists in this western country. The present staff at Superior includes George A. Brown, Mine Superintendent; Grover Wiseman, Foreman of "B" Mine; Robert D. Hotchkiss, Foreman of "C" Mine; Andrew Hamilton, Foreman of "D" Mine; and Melvin A. Sharp, Foreman of the D. O. Clark Mine.

A generation has passed since the work of prospecting at Superior by Gus Paulson and Charles E. Swann was begun in 1900, and with the old mines passing out, the new D. O. Clark Mine, named in honor of the man who did so much pioneer coal mining work in Wyoming, Colorado, Utah and Washington, will take the place of its predecessor mines, with their old wooden tipples, tiny pit cars and thirty-inch gauge tracks, the new mine capable, when put into full production, of producing twenty per cent more coal monthly than all of the combined old mines produced in their best days. Time marches on, and with a great coal reserve accessible to the D. O. Clark Mine, which will later be prospected and developed, production should be going forward well into the twenty-first century, and so Superior, unlike many of the early towns, is not soon destined to assume the title of "ghost mining town."

CHAPTER XVII.

Tono, The Farthest West Development

Tells how The Union Pacific Coal Company jumped across the States of Idaho and Oregon, to establish a mining property at Tono, Washington, 1,085 miles west of Rock Springs, Wyoming, where Charlie Friend opened a sub-bituminous coal seam, where James Needham, Edward S. Brooks and later William Hann served as Superintendents, and how California fuel oil moving by water from Los Angeles to Portland supplanted the Tono product. There Col. E. C. Way (brevet rank) yet sits enthroned as agent and umpire, judging impartially between the owner lessor, the Washington Union Coal Company and the Bucoda Coal Mining Company, lessee, of whom James M. Bagley, Jr., is President, having succeeded his beloved father who passed away on November 23, 1937.

IT was June, 1907, when Charles Friend arrived in Tono, Washington, having been sent there by The Union Pacific Coal Company for the purpose of developing a mine. A month before, the Washington Union Coal Company, owner of the Tono site, was incorporated as a subsidiary of The Union Pacific Coal Company, and the latter company lost no time in preparing to make use of its new property. Indeed, there was no time to lose, for the Union Pacific Railroad was calling for coal for its northwestern lines. Tono was the logical place for a mine, situated as it was eight miles northeast of Centralia, in the midst of hills underlaid with a bed of rather good sub-bituminous coal. The bed mined by the company at Tono was probably the best of several located in what is known as the Centralia-Chehalis coal field. It is sixteen feet thick, but only eleven feet were mined because of the bony character of the top section.

The mine was then but a mere prospect hole, known locally as the Hannaford Big Seam, when Charles Friend arrived on the scene. The two solitary buildings, a cook shack and a farm house, had been put up in 1872, some thirty-five years previously, by a homesteader named Sumner, from whose heirs the Washington Union Coal Company had purchased the property. Notwithstanding the dilapidated condition of the buildings, Friend was so struck with the new camp, with its picturesque setting of lush, green hills, that in August he sent to Issaquah for his wife and three children. In due time they arrived and set up housekeeping. Robert Clark and E. C. Way had also brought their families to the camp during the summer, and by fall there were eight families in the newly built frame houses in the valley. Housekeeping was not easy work for these first brave wives. Supplies were often delayed because of the bad roads, where, after a heavy rain, a man could wade in mud "hip deep to a tall Indian." All the

luxuries and many of the necessities were lacking; drinking water was scarce and the one well was frequently out of commission. Rats were so numerous that the men used to spend their spare time on the steps of the old barn house shooting at them, a lively form of target practice.

A branch railroad was built to the camp from Centralia the second year, so that coal then being produced could be shipped out and materials for building shipped in. This was the signal for an influx of workers, and in a short time the village had grown into a sizeable town. The company had taken pains to handle its construction work in such a way that the town was in harmony with the green, rolling hills surrounding it, and it is not an overstatement to say that Tono in its heyday was probably one of the most attractive mining towns that was ever constructed in the west. A town hospital, office, store, and public school building served the needs of the residents. Many of the children who attended the first school remained when they grew up, sending their own children to the same school. Among these were Phoebe Martina, James Clark, and Charles Way. Others who were children in the town and remained there as adults, were Mr. and Mrs. Bert Boardman, Mrs. H. Olson, Mrs. John Hudson, Mrs. David Hall, George Clark, Todd Dove, Joe Mossop, O. Onkat, Wilbert Friend, and Mr. and Mrs. Horace Gonderman. Among those who served as Superintendent at Tono were Mr. James Needham, Edward S. Brooks, and Mr. William Hann, the two first mentioned having passed away.

Left to right: Henry Warren (deceased) and James Sayce, Tono, in its happy days.

Following the example of the parent company, the Washington Union Coal Company adopted "safety" as a watchword, so that, even

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in the face of rather dangerous conditions, the safety record of the mine continued without serious blot. The coal fired easily from spontaneous combustion, and the Company met this condition by leaving pillars of substantial size in the workings, in order that suitable stoppings could be constructed to prevent a fire from spreading. This single precaution saved many lives and large areas of coal, as was proved by the experience of other mines in the same district.

The Tono mine, like all other mines in the vicinity, had numerous vertical faults, some of them carrying as much as sixty-five feet displacement, and as a consequence, great care in laying out the grades and haulage-ways had to be observed. Notwithstanding these obstacles, the mine developed a production of more than a quarter million tons of coal a year, an output which found a ready market until there came the great business depression of 1929. Beginning with that year, the demand for coal generally fell off steadily, and the Oregon and Washington Railroad and Navigation Company, the principal user of Tono coal, found that fuel oil, including transportation, could be bought for so low a price that the use of coal ceased to be economical for them. As a result the railroad substituted fuel oil for coal, and the Washington Union Coal Company ceased to operate the Tono mine for railway fuel purposes on August 31, 1932. The mine was taken over under a long time lease the next day by the Bucoda Coal Mining Company, Mr. James M. Bagley, President, for commercial coal loading. Many of the employes remained under the new company, while others were transferred to the Wyoming mines of The Union Pacific Coal Company. Mr. Bagley died November 23, 1937, and was succeeded by his son, James M. Bagley, Jr.

There remains a substantial coal reserve in the Tono property, and if the day comes when fuel oil ceases to be available for steam making purposes, Tono will return to the production of railway fuel coal, and although the production may be restored to the old proportions, the little white cottaged village nestling in the shadow of tall pine trees is perhaps gone forever. The later day mine worker prefers to live in the larger towns, driving to and from his work over the splendid paved roads that have come into existence in later years.

There is one man above all others who left an enduring imprint on the Tono organization and community, Mr. William Hann, who was the Mine Superintendent for many years, who raised his family in Tono, his gracious wife setting a living example of Christian wifehood and motherhood to all. Mr. Hann acquired his knowledge of coal mining in his native country, England, and through his ceaseless efforts Tono enjoyed a deserved reputation for safety, including the training of mine rescue teams and general first aid work. Mr. Hann is spending the sunset days of a busy life in the City of Seattle, the end we trust yet far off.

Women's Club House, Tono, built in 1926, nestling under the pines.

CHAPTER XVIII.

Reliance, As Sturdy As Its Name

The story of Reliance, the third of its name as before related, where this dependable name will doubtless stick for many years. Here in 1910, Morgan Griffiths was made Superintendent in charge of No. One Mine, thereafter followed George B. Pryde, Frank L. McCarty, David G. Thomas, Joseph Traher, John O. Holen, Thomas Foster, M. W. Medill and the present incumbent James Law. John O. Holen, a Scandinavian of masterful stature, spent his closing days in Reliance after an eventful life in the early Klondike rush, as a soldier in a frontier command, and as an official at Hanna and other mining districts. Reliance at the close of 1939, had produced 10,801,103 tons of coal and will continue to produce for years to come.

SEVERAL mining towns of The Union Pacific Coal Company have been operated temporarily under the name of Reliance until, as in the case of Cumberland and Superior, another name was selected, but in March, 1910, a crew of men went to a site seven miles north of Rock Springs to open the No. One Mine of a town that was to be called Reliance through all its days. The site was chosen in the hope of finding the favorable working conditions that characterized the nearby Rock Springs mines, and in this the Coal Company was not disappointed.

The first mine and those which were to follow were opened with "care and in accordance with the latest and best theories and methods of coal mining," the State Coal Mine Inspector noted in his report for 1913. It was an auspicious beginning, and further work in the mines was to follow this fortunate keynote, stressing safety and efficiency. Today the town is known among western miners as one of the most "peaceable and sociable" mining towns in the country. As one miner of long experience expressed it, "Working conditions are good, the men make good money, so they are satisfied and get along with each other and with the company better than at any place that I know." The work of opening No. One Mine was begun on March 20, 1910. No. Three Mine, a mile and a quarter south of No. One, and No. Four, a quarter mile east of No. One, were opened in 1911, the coal averaging twelve feet in thickness. While No. One was to be operated continuously for the next twenty-three years, No. Three had to be closed down in 1914 when the coal became too low and too dirty for profitable operation. No. Four was closed the same year, but was reopened in 1918 and operated until 1926, when a fire caused a temporary closure. No. Four is still in operation, a large producer, now designated as Seven and One-Half Seam, No. One Mine.

Morgan Griffiths, who was Superintendent at Rock Springs, was placed in charge of the opening of No. One Mine. On his death, his Assistant Superintendent, George B. Pryde, supervised operations at Reliance until he was made Superintendent at Rock Springs, whereupon Frank L. McCarty became Superintendent at Reliance. Succeeding Superintendents were David G. Thomas, Joseph Traher, Thomas Foster, John O. Holen, M. W. Medill, who on his retirement on March 1, 1939, was succeeded by James Law. David Daniels was the first Foreman over all three mines, his assistants being James Barnett at No. One, Frank Overy at No. Three, and William Hill at No. Four Mine. Hand mining was employed exclusively at first, although air punching machines were introduced within two years, to be followed two years later by the present type of electric mining machines. The coal after being hoisted up the slope was dropped down to the tipple, located about a half mile below the mine portal, by an electric hoist. In 1911, the first endless-rope haulage in the west was installed on the outside, which in later years was succeeded by motor haulage.

While the mines were being opened, the company carried on a house-building program. By 1911, the State Mine Inspector's report for that year notes, "Seventy-five comfortable and commodious houses have been

Reliance Boy and Girl Scouts singing Christmas carols, Rock Springs station park, December 21, 1925.

built and others are being added." The houses were of various sizes, ranging from three to six rooms. At first, it was necessary to haul water to the homes, where it was stored in barrels. However, water wells were drilled and water pipe was laid to all the houses as quickly as possible, and preparations were made to install electric lighting. The machinery at the mines was first operated by steam power and compressed air, but by 1913 plans were being completed to switch to electric power, the electric energy coming from the enlarged power plant at Rock Springs. Extensive improvements have been conducted during recent years, the first being a detailed diamond-drilling program to determine the extent and workability of the coal seams. With the excellent results thus obtained, a further general

Reliance tipple of steel throughout. Built by Allen & Garcia Company, Chicago, in 1936.

extension of improvements was undertaken. In 1936 a new mine on the No. Seven Seam was undertaken, which rapidly passed the development stage, becoming a large producer. During the same year a new steel tipple was erected, equipped with all modern means for preparing the coal, which has operated most successfully. The thirty-inch track gauge within the mine was increased to forty-two inches, and the small-capacity mine cars were replaced by mine cars of steel construction, of a capacity of four tons. Additional mining and loading machinery was also installed, with the result that Reliance is now producing about 4,000 tons of coal per day, which will be increased to 4,500 tons per day in the near future.

During the improvement program Matt W. Medill was Mine Superintendent, Harry A. Lawrence was Outside Foreman and mine clerk, Hodge Burress Foreman in No. 4 Seam, John B. Hughes Foreman in No. 7 Seam, and James V. Macdonald was Master Mechanic and District Electrician. "Harry" Lawrence is an institution in the town of Reliance. Perhaps the largest man on the property, huge in stature but in no sense cumbersome, he is quick in thinking and acting and is a universal favorite among the men. Some years ago Mr. C. B. Seger, then Chairman of the Board of the Union Pacific Railroad, innocently gave his hand to Harry. On a later visit Mr. Seger inquired where that big fellow with the handshake was located. When told "at Reliance," Mr. Seger said, "Why go up there today?"

In the early days a horse-drawn stagecoach, which was operated by the Borzaga Brothers, who were succeeded by John Ruggera, transported mail and passengers between Reliance and Rock Springs. The first automobiles in the town were bought by William Reid and John Pintus, brothers-in-law, who operated a motorized stage for several months. As other residents of the town began to buy automobiles, the use of the stages decreased until there was left only the mail stage serving Reliance, Dines and Winton. In recent years, however, a bus line has been established serving Reliance and Winton, which is operated for the benefit of the employes of these mines who live in Rock Springs.

As had been the case in all towns established by the Company, preparations for the education of the resident children were begun at once. The Company built a schoolhouse near its store at No. One Mine. Charles Durham, Hugh Kelley, and David Daniels comprised the first school board, and Miss Chantry was the first teacher. Among other teachers were Mrs. William Cook and Mrs. James L. Libby. A new high school building was completed in 1927, and a new gymnasium in 1930. Reliance now has a full high school course, with a teaching staff of seven teachers. There are also five grade teachers.

The Roman Catholic Church has maintained services at Reliance for a number of years, and the Mormon Church and a Union Sunday School have also been quite active. Other denominations drive into Rock Springs for Sunday School and Church Services. Because of their general feeling of contentment, the people of the town cooperated from the very first to make their community life as pleasant as possible. A town band was organized shortly after Reliance was established, and a local dance orchestra was also formed. Many home talent entertainments are given, which are supported by the many nationalities represented in the town. While Americans and English-speaking peoples are in the majority, the population includes numerous Slavs, Serbians, Croatians, Italians, Finns, Swedes, Germans, Japanese, and Koreans. There is every reason to expect that Reliance will continue to be a happy and prosperous town for many years to come.

CHAPTER XIX.

Winton, That Will Live on for Years

Devoid of the romantic (romance comes only with age in the mining industry), Winton's laurels rest in its strength as a producer, having mined 7,491,774 tons of coal since the property was taken over from the Sheridan and Megeath Coal Companies on May 16, 1921. Founded by George W. Megeath, who was a bold adventurer in the coal industry, in 1917, it stands as a memorial to Mr. Megeath's vision and courage. From the time of the opening of Winton in 1917, until taken over by The Union Pacific Coal Company, there was mined by Mr. Megeath a total of 609,642 tons.

THE World War, 1914 to 1918, affected the coal mining industry as it affected all business, creating an increased country-wide market for coal. "People would buy anything that came out of the ground and was black," was the way one miner described the situation. With every intention of taking advantage of the rising popular demand for fuel, the Megeath Coal Company, in 1917, made hasty preparations to open some new mines. On the western ridge of Baxter Basin, fourteen miles north of Rock Springs, and at an elevation of 7,000 feet, a camp was made, homes, stores and other buildings were built, railroad tracks were laid, and a tipple equipped with shaker screens was installed. Through this area there extended the same coal seams that were being mined so successfully at Rock Springs, and the Megeath Coal Company began the task of opening mines. The company opened five mines in quick succession, one each on Seams Nos. 1, 3, 7, 7½ and 9. Almost immediately good coal from five to twelve feet thick was developed. In later years tunnels were driven to connect the various mines, so that there are but two mines at Winton today, No. One and No. Three, although three seams, No. 1, 3 and 7½, are being worked.

The camp was named Megeath, after the organizer and promoter of the coal company, the man whose initiative and business energy prompted the mining enterprises. G. W. Megeath was a vigorous industrialist, a man of a type not uncommon in the young western country, one who liked new ideas and who was not afraid to gamble on them. Born at Leesburg, Virginia, on June 1, 1857, he was reared in Omaha, Nebraska, taking his first job as a clerk in the Omaha offices of the Union Pacific Railroad. Young Megeath advanced rapidly to the position of chief clerk to C. B. Havens, who was then in charge of the railroad's coal sales department. In 1886, when he was twenty-nine years old, Mr. Megeath went into business for himself, joining Mr. Havens in a retail coal business in Omaha, which later handled coal wholesale. Returning to the

Union Pacific interests in 1891, Mr. Megeath became General Manager of The Union Pacific Coal Company. Soon thereafter he joined with a number of business men in the purchase of the Sweetwater coal mining properties near Rock Springs, and when this company was purchased later by the Central Coal and Coke Company, Mr. Megeath entered the employ of that concern as General Manager, with offices in Kansas City. In 1903, he began to purchase and develop coal mining properties in three states, until at the time of his death on March 28, 1931, he was Chairman of the Board of the Sheridan Coal Company, operating properties at Rock Springs and Hudson, Wyoming, at Roundup, Montana, and in the southeastern Kansas coal field.

The town Megeath was established on the West Escarpment of Baxter Basin adjoining land owned by the Government, other lands owned by the Union Pacific Railroad, and still other lands owned by The Union Pacific Coal Company. Megeath's town and its mines were located partly on land he had bought from Bert Young, a private owner, and partly on land leased from the Union Pacific Railroad and Coal Companies. In May, 1921, The Union Pacific Coal Company purchased the Megeath development from the Megeath Coal Company, and the Sheridan Coal Company, renaming the settlement Winton, thereafter establishing operations on a larger scale. The first step was the completion of the score or so of new homes under construction at the time of the purchase, bringing the total number to one hundred sixty-nine. With the usual mining buildings, store, and amusement halls surrounding a mining operation, Winton became a sizeable town. The number of miners employed varied from three hundred to four hundred.

Scarcely had the town changed owners than the coal company set about the task of modernizing both the living and mining conditions. Prospecting carried out by the Megeath Coal Company had failed to develop an underground water supply, and in consequence the town lacked adequate water facilities. The Union Pacific Coal Company began drilling operations in a basin two miles west. The first hole was a duster, and the second produced water unfit for drinking, but the third developed an ample supply of good domestic water. In time, four more wells were drilled to augment the supply. A concrete reservoir and steel storage tanks were built to store 195,000 gallons, a pumping plant was installed to keep the reservoir and tanks filled, and a pipeline system was put in to distribute the water to the homes and the fire plugs located throughout the town. Improving the mining methods and equipment, however, took more time. During the years 1927 and 1928 several new pieces of machinery were added, and in 1934 four hundred steel pit cars of four-ton capacity replaced the obsolete cars of small capacity. More loading and mining machinery was put into service, thus increasing the production capacity of the Winton mines.

One of the most powerful groups in the town was the Community Council, a body made up of representatives of the various clubs, the

Scouts, the United Mine Workers, and the Mine Superintendent. The Council constituted almost a governing agency for the town, in the absence of a municipal government, making regulations for the safety of residents and even undertaking such civic responsibilities as the establishment of a playground for the children. Preservation of the peace was made the duty of a local man who was deputized by the county sheriff, the service required but nominal. With its usual concern for the religious welfare of its employes, the Coal Company turned over two buildings to be used as churches, this at the request of the Roman Catholics, Latter Day Saints, and other denominations. The impetus to the Union Sunday School was furnished by the Company, when the community house was built and used for the Sunday School's meetings, as well as for other civic affairs. The Sunday School had been organized by William Kenyon, a miner, with the assistance of Mrs. Phillips. The company donates the coal for use in the community hall furnace and contributes substantially toward the support of the Community Council and its activities.

JOHN PARK

Arrangements for the satisfactory primary and secondary education of children were made with the consolidation of Winton in the school district which included Reliance and Dines. A grade school with five teachers taught the children in the first eight grades. The older children attend the high school at Reliance. Those from Winton and Dines are driven to and from the school by bus. Among the Mine Superintendents who served at Winton under the Megeath ownership, were John Park, David G. Thomas, and William Redshaw. Ed Megeath, a son of G. W. Megeath, acted as General Manager for the Megeath interests. After the property was taken over by The Union Pacific Coal Company, William Redshaw continued to have charge of the mines until his resignation to return to Mr. Megeath in 1925, when he was replaced by Thomas Foster. Upon Foster's transfer to Rock Springs as outside foreman in 1935, Frank V. Hicks became Superintendent and is still serving in that capacity. Among the men who have been employed as Foremen at the Winton Mines, are Clem Bird, Alfred Jackson, Lee Taylor, Edward Sutton, William Spence, J. R. Mann, William Wilkes, Jed Orme, Donald Foote, Earl Dupont, Evan Reese, and Ralph Buxton. Richard Gibbs has acted as Master Mechanic and District Electrician for a number of years. With this entire area heavily and richly underlaid with coal, there is every reason to suppose that Winton, along with the other towns in the Rock Springs area, can be confident of many years of growth and prosperity ahead. Winton, like Reliance, is yet too young to lay claim to a romantic history such as relates to the older mining districts.

How the top caves with removal of pillars in the Rock Springs field

CHAPTER XX.

Methods of Mining

Tells of shooting coal "from the solid," of forking out the slack in the mines, one-third of the output, this without pay to the miner, this portion a worthless product that the employer was forced at times to pay $1.25 a railroad car for unloading. How a loader worked for twenty cents a ton, at times in stagnant air saturated with the fumes of spent explosives and the smell of the underground stables. Of the "McGinty," a device used to lower loaded, and to raise empty mine cars on steep pitches, of the mules who "talked back" to Wong, the Chinese stable boss, of the coming of the races, that eventually gave the property more than forty kinds and colors of workmen, of the introduction of electricity, the mining machine, electric drills and the first electric mine locomotive built in the United States; how mechanical loading increased from .41 per cent in 1916, to 100 per cent in 1937, this without laying off men, and how coal recovery was increased one hundred per cent. A record of high adventure, of progress, and of fulfilment.

"COAL and coal mining is not a light and joyous subject," Mr. Eugene McAuliffe, President of The Union Pacific Coal Company, comments in his book, "The Romance and Tragedy of Coal." Especially is this true of mining in the early days, when the coal was undercut with hand picks, when ventilation was only a matter for academic discussion, miners descending into dank, muggy air, thick with powder fumes, and when no wife could be certain her man would return to her at evening with his body intact. Such were the pioneer days at Carbon, Rock Springs, and Almy, with the time whistles each morning calling the men to ten hours of heavy labor, and the paymaster at times handing out but two dollars and ten cents for a day's work. So much for what mining then meant to the miners—danger and discomfort. To the company it meant one long, unending struggle to supply fuel to a railroad whose far-flung tracks stretched from Omaha to San Francisco, and into the reaches of the Northwest. It meant pouring money and men into a mining town, only to find that the coal beneath was not of a quality justifying the expense of operation. It meant closing a productive mine because of the hazardous seepage of gas and oil into the workings. The uncertainties and inadequate equipment of early mining turned each new mine into a gamble, each new enterprise into a speculation. But through the dangers of mining, the miners, most of them British born, remained stalwart, and through many financial upsets the management remained undaunted. There was work to be done; a way would be found later to do it with safety and efficiency, but in the meantime it must be done with the then known methods and the tools at hand, and to the best of men's ability.

There was a new frontier to be conquered, a black, perilous frontier that lay beneath the desert surface of southern Wyoming, and company officials and miners alike set their shoulders to the task of conquering the obstacles that confronted them.

The early mining methods were laborious in the extreme. This was a time when modern machinery existed only in the fertile brains of dreaming inventors or in the imperfect models resting on draftsmen's tables. The coal, undercut with hand picks, was sheared in the same way, either on one rib or in the center. Very little powder was then used because, as much of the coal was sold commercially and there was little demand for slack, it was desirable to get as large a percentage of lump coal as possible. Wherever explosives were used, the users were carefully supervised, so as to hold the production of fines to the lowest point possible. Some of the coal was loaded with forks instead of shovels, and the smaller sizes that passed between the prongs were thrown back into the gob. The loading of coal was then paid for on a screened-coal tonnage basis. When all of the run of mine coal was sent to the outside, one-third of that loaded by the miner was deducted as slack. Following the separation on the tipple, the slack was loaded into railroad cars, moved out and unloaded in piles in the vicinity of the mine. These old, burned-out slack piles can be

The days of pick mining before the coming of punching machines and electric coal cutters.

One of the early Thew Shovels, installed in No. 4 Mine, Hanna, in 1916 and 1918

seen today, marking the location of the early mines. A price of $1.25 was paid for unloading a railroad car containing from twenty to twenty-five tons of slack, and this work, arduous as it was, always had many applicants because it was regular. It afforded those who were so employed fairly steady monthly earnings. It was not unusual for a good man to unload two cars of slack in one day, the day, of course, running into twelve to fourteen hours.

Miners were paid sixty to seventy cents per ton for mining, depending on the height of the coal seam, and in a long day's work a miner could dig and load about nine tons of coal. With the one-third deduction for slack, this allowed him six tons of coal, or a daily wage of $3.50 to $4.25 a day, from which deductions for tools, oil, explosives, and sundry other details were made. A good miner would earn, when the mines were working steadily, from seventy-five to eighty-five dollars a month, and an exceptionally good workman might clear as high as one hundred dollars a month. There was an old saying in the mines that a good place made a good workman, and a story is told to this effect. It seems that a Superintendent who was strolling about the village on the evening of a monthly pay day recognized the voices of some of his men drifting out from the door of a nearby saloon. The men sounded inordinately gay and boastful and were relating prodigious feats of coal mining. In making his inspection of the mine the following day, the Superintendent stopped at the room of one of the miners who had been extremely vocal the previous evening on his ability to dig more coal than any man he ever saw. The Superintendent could not resist the temptation to twit him on the prowess he had so loudly proclaimed, saying, "Sandy, I'll bet you're not as good a man today at digging coal as you imagined yourself last night." Sandy replied, "Aye, I'm just as good a man if you'll give me the same room I had last night."

The rooms, between which the miners felt there was so great a difference, were supposed to be about twenty-four feet wide, the entries approximately ten feet wide. Because little engineering work was done, the working places often exceeded the established width. Two men worked in each room as partners, and to obtain a suitable partner was often a serious problem, since the association between the partners frequently extended over many years. A few miners took their sons in with them as partners, when the boys were old enough to work, and some of these boys went into the mines at an extremely early age. Many a miner of today was taught his occupation by his father. In cases where the mine foreman could arrange it, miners were allowed to pick their own partners, but sometimes it was necessary to assign a partner to a miner who was working single, this without consulting the miner. This was a work of delicate diplomacy, the miners being almost as unwilling to work with an unacceptable partner as they would have been to marry a girl who could not cook.

One of the treasured stories of the folk lore of the mines is that of the miner who was sent in to work with a Scotsman who had no "buddy." The stranger reached the working place, advising the Scotsman that he had been sent in as his partner, whereupon the Scotsman looked him up and down deliberately, saying, "I don't think you'd better start." The other asked "Why?" "Well, I just don't think we're going to get along," Scotty explained. "I don't see how you know," protested the new man. "You haven't even tried me." To which the other retorted with grim force, "Well, I know by looking at you we're not going to get along, so you better go."

On another occasion, a man who had obtained employment was sent to be the partner of a miner working in one of the pitching seams, where all the coal had to be cut with a miner's pick. When the newcomer reached the working face, the miner already there looked sourly at his newly assigned partner, saying, "Buddy, how are you with a pick?" "Oh, I'm not so hot with a pick," the new man admitted brightly, "but I sure swing a nasty shovel." Needless to say, the partnership terminated forthwith. The handling of a miner's pick was looked upon as nearly comparable in precision to that of handling a billiard cue, and a novice was of little use. As has been said, most of the early miners had learned their coal mining in the British Isles, and were particularly adept with their picks. It is almost unbelievable the amount of coal that some of these miners produced, even after taking into account that they at times reached their

working place as early as two o'clock in the morning, remaining until five at night.

In addition to mining and loading the coal and caring for his working place, the miner had to run the loaded cars to the entry, where the driver assembled them into trips. Sprags were used for dropping the loaded cars out of the rooms, and, on account of the sprags breaking or the grades being too steep for this system, many accidents occurred. In some cases, where the pitch reached twelve degrees, it was necessary to use ropes, snubbing them around a prop high up in the room or entry, a risky operation, since the ropes frequently broke under the strain. On pitches from twelve to fifteen degrees, a "McGinty," which was a small drum with a brake, was used. A rope was wound around the drum and attached to a series of sheaves, thus furnishing the control for dropping the cars. The loaded car was dropped in one room and an empty car raised in an adjoining room at the same time. Many accidents were caused by this system of handling cars, and much time was consumed by stopping for repairs or in rerailing derailed cars. Where the pitch exceeded fifteen degrees, metal chutes were used. The coal was shoveled into the chutes and run by gravity to the entry, where it was loaded into the pit cars. The best example of this chute work was at No. Two Mine, at Hanna, and in the lower workings of No. One Mine at Rock Springs, and at Spring Valley and Cumberland. This was a much easier system of handling coal to the entry, and it enabled the miners to make large earnings.

The working time then, as it is today, was seasonal, depending upon the market for the coal, and, while men worked long hours at all times, during the winter months they worked particularly long hours. When slack working time occurred during the summer months, many men loaded the small coal, storing the larger chunks in the rooms, until by early winter, the busier working time, they would have from four to five hundred tons of lump stored and ready to be loaded during the period of peak demand. In this manner they were spared the necessity of mining the extra tons in the winter and their annual earnings were considerably bettered by the arrangement. The majority of the miners, of course, were not so provident and depended entirely on the amount of coal they could produce each working day. The reason assigned for not storing coal in the rooms was that when the slack working time came, many of them left the mines, and of course they had no desire to leave their former working places full of coal. In general, it was the steadier miners and those who stayed from year to year who followed the procedure of storing coal in their rooms. Several men who were later to become affluent citizens of Wyoming laid the foundations for their fortunes in this manner.

Besides the British miners, among those who entered the Wyoming and Colorado mines in the early days were Chinese, Japanese, Finnish, Italian, German, French, and Scandinavian miners. Each nationality had its own particular advantages or disadvantages for work underground. For instance, the Chinese, who entered during a strike among the white miners at Rock Springs in 1875, readily adapted themselves to their occupation, proving themselves at once to be plodding and methodical. At one time, about six hundred Chinese were employed at Rock Springs, with about one hundred at Almy, and a lesser number at Como, Colorado. The Finns, coming from the Michigan and Wisconsin lumber districts, and the Italians, were among the early foreigners to work in and around the mines. They were followed by German, French, and Scandinavian miners, and about 1896, by Austrian and Slavic workmen. About 1902 approximately five hundred Japanese found employment at Rock Springs and Hanna. However, unlike the Chinese, they did not readily adapt themselves to the working conditions. Restless and discontented, the Japanese did not remain long in the mines, groups of them drifting rapidly into other occupations, until at present only a few men of this nationality are employed by The Union Pacific Coal Company. The Chinese continued to work in the mines in diminishing numbers, until in 1929 the last Chinese employe was pensioned and sent home to China.

A comparison of the various nationalities employed in the mines of the company for the years 1912 and 1938 may prove interesting and is here presented:

Nationality	*1912*	*1938*
Americans	417	1,400
American-Negroes	21	29
Armenians	1	...
Austrians	114	130
Australians	...	1
Belgians	...	6
Bohemians	2	...
Bulgarians	...	4
Canadians	2	6
Carniolans (Kreiners)	141	13
Chinese	51	...
Croatians	61	38
Dalmatians	96	21
Danes	10	5
Hollanders	...	1
English	174	124
Finlanders	293	90
French	13	6
Germans	33	14
Greeks	183	62
Hungarians	57	14
Irish	41	11
Italians	237	124
Japanese	152	21
Lithuanians	2	...

Nationality	*1912*	*1938*
Mexicans	...	14
Montenegrins	56	1
Polanders	37	14
Rumanians	...	4
Russians	17	13
Scots	85	43
Servians	14	14
Slovenians	147	78
Spaniards	3	5
Swedes	52	14
Swiss	1	...
Tyrolese	106	36
Welsh	61	10
Total	2,680	2,366

On account of the large portion of the early production from the Rock Springs mines being sent to the commercial market, all mining had to be done "in the clear." Shooting off the solid was prohibited, and anyone doing so subjected himself to summary discharge, as coal shot off the solid, that is, without being undermined, is invariably so badly shattered as to be unmarketable when it reaches its destination. The Mine Foreman, assisted by special inspectors, watched the mining and shooting closely. On one occasion, the Mine Foreman had reason to suspect that one of his Scotch miners was shooting off the solid instead of mining, and so one day the boss said, "Sandy, you better be careful about mining, as I have my eye on you." Sandy answered firmly, "Aye, that's all right, boss, but I got both my eyes on you when I start drilling."

Prior to the advent of mechanical haulage, the driver was an essential part of the underground organization. Many horses and mules were used in gathering work in the mines, and on the main hauls it was not uncommon to see as many as three animals being used in a "spike" team. In a large mine from thirty to forty animals were required. The old-time "mule skinner" was a colorful figure and a difficult employe to handle. The bane of the mine boss's life, he was indispensable to the work of the mine and knew it. In consequence it was difficult for his superiors to manage him, and the controversies occurring between Mine Foremen and some of their drivers were frequent and acrimonious. When a Chinese driver was involved in one of these driver-foreman disputes, the white workmen instinctively sided with the Foreman against the oriental.

A story is told of the time that Wong, a Chinese in charge of the stock at the main barn, refused to release a certain mule that the Foreman had sent for, considering that the boss had not shown enough deference in issuing his summary orders. "You go back, talkee bossee man that no him job takee mulee work when he no able, that my job," Wong told the employe who had come to get the animal. Not a little put out, the other employe believed it was time to play a joke on Wong, and this decision

was not altered even when Wong grumblingly bowed to the Foreman's instructions and went to the stall to harness the mule. The white miner was an amateur ventriloquist. Raising the harness to buckle it on the mule, Wong was aghast to hear the animal remark, "Wong, don't send me to work today. I ain't feeling good."

The Chinese lad's courage began to weaken, but he bravely stood his ground until the mule in the adjoining stall said, "You old Chink, if you come near me, I'll land on you." Another added, "You can't make me go to work." And as the animals all along the stalls started to talk, the bewildered Wong incontinently fled. As he rushed down the barn run-way, he paused long enough to thrust the halter into the other employe's hand, remarking, "All light, you takee mulee. You likee, can do takee allum. I no likee deblo (devil) mule."

Emerging from the barn, Wong almost collided with a cow in the yard, which commented, "You seem to be in a big hurry, Wong. What's the matter?" If Wong was running in high gear before, he fairly shot through the air now in one last desperate spurt for home. Once away from the barn, Wong called together a few of his good "cousins" (close friends) and quickly and excitedly narrated what had happened. There was much shaking of heads. One of Wong's friends suggested that he study a book written by Confucius and another advised a visit to the Joss House, but neither action helped Wong to find a solution to the strange phenomenon, and for some time thereafter the Chinese took along with him one of his good "cousins" as a bodyguard whenever he visited the barn.

U. S. SENATOR C. D. CLARK

No matter how difficult a driver might be to handle, or how eccentric, the Foreman always hesitated to discharge him, because good drivers were scarce and the production of the mine depended largely on his ability to get haulage results. A great deal of credit is due to the early-day mule driver for the production records obtained, because he worked under difficult conditions, with an agile, independent, and frequently stubborn animal, with poor track and very little light. His work was dangerous and fatalities were common. But the shadow of the mechanical age in mining was looming on the horizon, and the day of the mule driver and the clever, temperamental little Missouri mule was drawing to a close. The telephone, perhaps the first mechanical invention to invade the mines, acted as the herald of greater things to come. In 1881, Senator C. D. Clark of Evanston, then a young mine clerk, arrived in Rock Springs to find that modern improvements were beginning to be established in the mines, although they were

regarded with suspicion by a few die-hard officials and miners. A primitive telephone connecting No. One and No. Two mines had just been installed, Clark relates, but the outside boss, W. H. Mellor, a stout member of the old guard, disdained to use it. "Whenever he wanted to communicate from the office to any mine or mine boss," Clark recalls, "disregarding the 'plaguey contraption,' as he termed it, that others chose to use, he would walk gravely from the office, mount his dilapidated buckboard, give the old mule two or three gentle slaps with the lines and jog away to deliver his message or orders in person."

A year later the first of a series of innovations, which were to revolutionize mining methods, made their appearance in Rock Springs when cutting and drilling machines were installed in No. Four Mine in order to produce a better grade of coal. The coal averaged about ten feet in thickness and was particularly well adapted for this method of mining. Although it was often difficult to obtain experienced miners, inexperienced men who could load coal into the pit cars after it had been undermined and shot down were easily found. These first machines were known as the "Air Legge" undercutting machines, and were operated by compressed air, driven by two small engines through a number of gears and driving chains connected to a rotating head, around the periphery of which were set a number of shovel bits at varying angles. The machines were held in place by jack pipes, and were advanced into the face by a rack and pinion. This system of mining was a great improvement over the hand mining method, as was the size of the coal produced. The machine man cut the coal in the rooms, and timbermen set the props and shoveled the "bug dust," the fine slack produced by the mining machines, into the gob or waste. These men also extended the track and looked after the safety of all the men in their section. They also loaded and fired the explosives after the drillers had drilled the holes to the depth of the mining, averaging about five feet. Loaders loaded the coal into the pit cars only, and received in payment twenty cents per ton. This included the running of the pit cars from the face of the room to the entry, the empty cars being hauled up into the rooms with mules. The average amount of coal thus loaded per man in one day was from ten to twelve tons.

When No. Four Mine was closed in 1895, the machinery was moved into No. Eight Mine, and subsequently to No.

W. H. MELLOR

First Resident Superintendent of Mines, who occupied the first house built in Rock Springs.

Ten Mine, where it was continued in operation until about 1905, when it was taken out of service. In the early nineties, air-driven puncher machines were introduced into No. Eight Mine, doing work comparable to the breast machines. The mining done by these punchers produced a little better coal, inasmuch as the height at the starting of the mining was about fifteen inches, which made the coal roll out readily after shooting, whereas, on the other hand, the undercutting done by the air machines had a height of but four and one-half inches, and often the coal had to be snubbed in front to prevent its being badly broken up during blasting. By the turn of the century air for cutting, drilling and hoisting coal was being superseded by electricity, although it was not until about 1905 that compressed air for mining purposes was entirely eliminated from the coal-mining operations in the Rock Springs field. The first electric cutting machines were installed in No. Eight Mine, and subsequently in Nos. Seven, Nine and Ten Mines, at Rock Springs. These machines were of the breast type, and were a great improvement over the air machines.

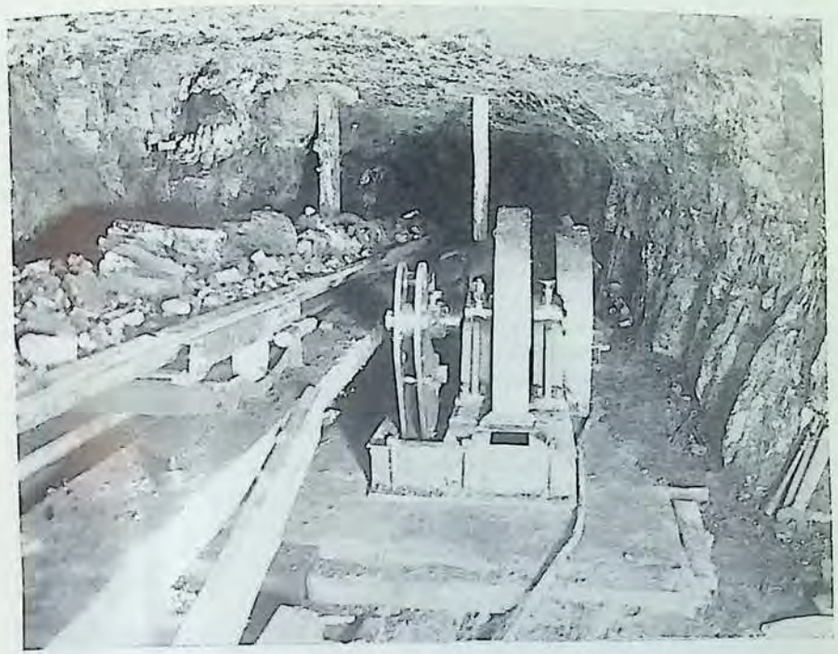
About 1902 a machine of the short-wall type was installed in No. Eight Mine, Rock Springs, which was a great improvement over the breast machine, and which was the fore-runner of the present short-wall machines. However, due to defects in construction, and the lack of trained men to

Original McCarty-Ernsbarger Duckbill, made in the shops at Rock Springs

operate it, it suffered many serious breakdowns and was often in the shop for repairs. Nevertheless, it could cut much more coal than the breast machine.

Several years later, a new type of undercutter was installed in No. Seven Mine, which operated very successfully for thirty years. This also was a continuous cutter. So satisfactory was the operation of this machine that it rapidly took the place of the breast type of undercutter, and for twenty years the short-wall type exclusively has been used for cutting. More recently another electric cutter has been put into service in the D. O. Clark Mine at Superior. It is known as a track cutter, and is mounted on a truck from which it cuts without being unloaded. It cuts horizontally in any part of the seam from the bottom to the top, and can also make a vertical, or shear cut, in the side or the center of the working place. With the flexibility incident to this type of machine, it would seem that the mobile cutter will, before many years, supersede the standard short-wall machine. However, even with the successful introduction of the mining machines, not all of the coal was undercut. For a number of years a portion of the entry work and the pillar work was recovered by hand mining, the division in the Rock Springs district being about fifty per cent machine mined, the remainder mined by hand.

Second development of the Duckbill—the substitution of grip blocks for rack and pinion.



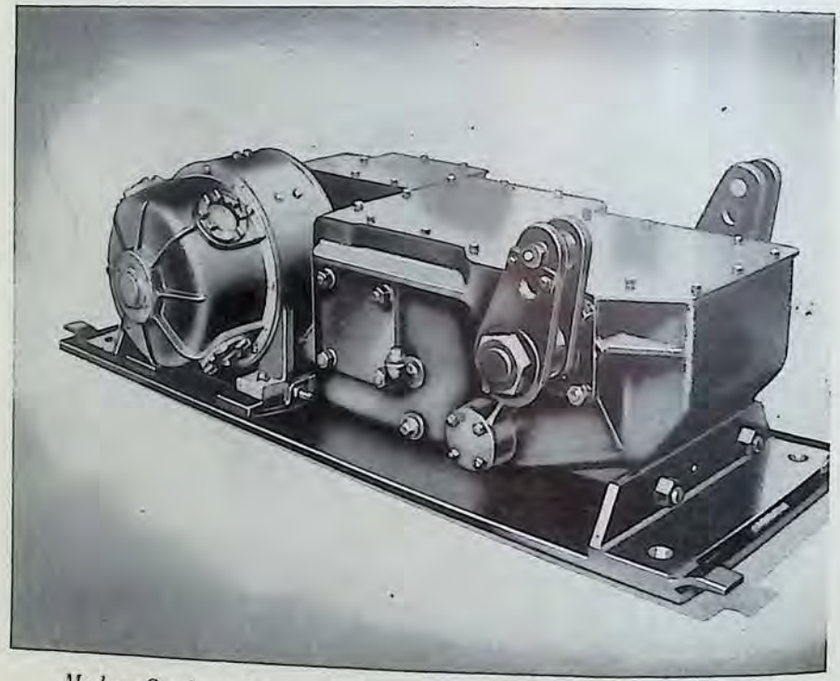
Eickhoff shaker conveyor drive built in Germany

When the Superior mines were opened in 1906, they were fully equipped for mining with electric undercutting machines, and as much as ninety per cent of the coal was recovered in this manner, only a negligible part being mined with picks. When the mines at Reliance were opened in 1910, they also were equipped with electric undercutters and air punchers, the latter being used only a short time in entries. Long-wall machines were used in No. Three Mine, Reliance, for a short time in a certain section, but the operating results received from this method did not come up to expectations, and it was abandoned after about a year. The first undercutting machine at Hanna was installed in No. Two Mine in 1913. Prior to that time all coal had been shot off the solid. The system of mining was changed and additional machines installed, until a large part of the coal from this mine was produced by mining machines. No. Three Mine, Hanna, was not particularly adapted to this method of mining, and the coal was shot off the solid until the mine was closed. No. Four Mine, Hanna, was equipped with mining machines, and all coal was undercut, and has continued to be recovered in this manner. Neither Cumberland nor Spring Valley were particularly well suited to machine work, and the coal in these mines was shot off the solid until their final closing.

When new men were brought into the mines, the older miners treated them to what corresponded to a collegiate "hazing" or initiation, and with

the introduction of electricity, this particular brand of horseplay took a dangerous turn. Drivers used black oil diluted with kerosene in their pit lamps for illumination, the black oil being stored in old powder kegs in room necks so as to be readily available when it was needed. The miners would appropriate this black oil to lubricate the thread bar and boxing of their drilling machines, the Japanese miners being especial offenders in this respect, and they used a large part of the oil the drivers brought in for illumination purposes. In order to stop this, the drivers would frequently lead a wire from the trolley line or the electric power line to a can of black oil located in a room neck, thus making sure that when a Japanese miner touched the oil container he would receive a warm reception in the form of a severe electrical shock. The offender so treated usually walked away, shaking his head, rubbing his hand, and muttering in Japanese, "Something is very strange. I do not understand." He was not likely, however, to repeat his unauthorized borrowing of oil. This sort of horseplay bordered on the serious, and it is remarkable that some fatalities did not occur.

In the early days of mining, and until comparatively recent years, the ventilation was rather primitive. Each mine had its own system for providing air underground, but the systems were temperamental, being subject to disorder when a change of weather occurred, and all of them



Modern Goodman Manufacturing Company Shaker Conveyor Drive

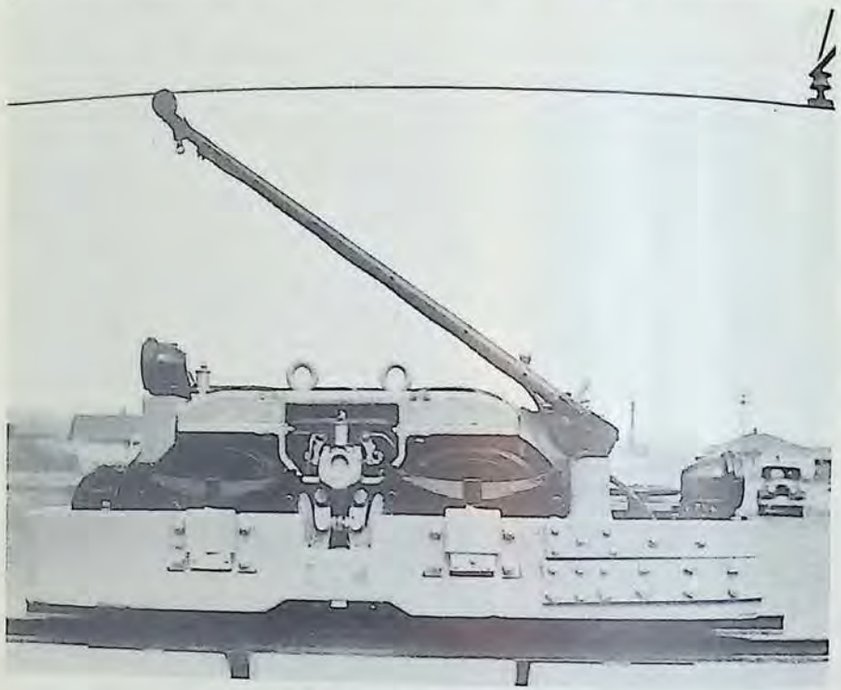
were quite fallible. Wooden chimneys were built at the top of the upcast leading from the mine and the air became heated through circulation, causing a flow of air up the shaft during periods of low temperatures, but during the summer months, when the temperature of the outside and inside air was nearly balanced, there was practically no circulation, and the air became stagnant, carrying a reduced percentage of oxygen. The miners who objected to this state of affairs, however, were considered mollycoddles.

The story is told of a miner, calling at the mine foreman's office on the outside, requesting him to come to his working place the following day. The foreman asked the miner what was wrong with the place. The miner replied that there was "no air in circulation." It was a hot, sultry July day, with not a breath of wind stirring, and so the mine foreman said testily, "You darn fool, Jack! There's no air outside, how do you expect to have any in your working place?" This might have been the reply of many Foremen to sweating, gasping miners; it was the spirit of the early days speaking out. There had never been a system of ventilation that functioned well during the summer months, and it was up to the men to accept conditions as they found them. In some cases a fire pot was suspended in the upcast shaft to help the circulation, and in other instances furnaces were built. The remains of an old furnace, which was of the most elaborate design and which must have been very costly, still stands in the vicinity of old No. Seven Mine at Rock Springs. Later, fans of the Murphy and Guibal type were to make their debut in the cause of good air, but too often cross cuts were driven at too great intervals, and old workings were sealed off with flimsy canvas or board stoppings, and the main air courses were too frequently partially blocked. Through these causes much of the air taken inside was short-circuited, with the result that only a small proportion of that passing the entrance to the intake reached the working faces. This condition continued until comparatively recent times.

Today, while looking at the substantial masonry and concrete stoppings and overcasts, high-speed fans, air courses of large sectional areas, with an ample volume of air sweeping the working faces, it is almost impossible for the miner of today to realize that such an utter lack of ventilation ever existed, particularly in the non-gaseous mines. Some of the old timers, however, can shut their eyes and in fancy breathe in again the heavy air of the underground workings of the eighties, with its reek of black powder fumes. "C" grade powder was used in all machine-cut rooms, "F" for hand mining in rooms and entries, "FF" for hand mining in entries, and "FFF" for blasting rock. Whatever the grade, the acrid fumes of the explosives shocked one's nostrils on first entering a mine in the early days, and this disagreeable odor hung on until closing time.

As early as 1901, the management of the coal company began the work of investigating the use of safety explosives, particularly for the gaseous mines at Hanna and Cumberland. These early safety explosives were not satisfactory, giving off flame in perceptible quantity when shot,

and the products of combustion were too often composed largely of carbon monoxide gas. By 1905 the powder manufacturers had perfected their explosives to such an extent, however, that exhaustive tests were undertaken in No. Eight Mine, and later in Nos. Seven and Nine Mines at Rock Springs. From the satisfactory results received from these tests, by 1910 permissible powder was used exclusively for shooting in all places where



"CHARLIE SMITH"

First electric mine locomotive manufactured in the U. S. A. Terrapin back type—weight nine tons. Capacity 6 horse power—500 volts D. C. Speed 8 miles per hour. Gauge 30 inches. Purchased from North West Thompson-Houston Electric Co., St. Paul, Minn., May 16, 1892.

"I have a grievance to present. I have worked for 34 years and deserve a place in the Old Timers' Association."

LOCOMOTIVE "CHARLIE SMITH."

the coal was undercut with mining machines, but it was many years before the miners accepted permissible powder for shooting hand mining and all coal was shot with permissible, as it is today. It was true that where coal was shot off the solid, as at Cumberland and Nos. Two and Three Mines, Hanna, not as productive results were obtained from permissible as from black powder, and adjustments were necessarily made with the miners for the greater amount of permissible explosives used. In the Rock Springs field, however, the use of permissible presented no difficulties.

The introduction of new mining machines, and the development of long hauls heralded the end of the system of mule haulage in main entries. In 1892 the Thompson-Houston electric locomotive, "Charlie Smith," which was the first electric mine locomotive ever built in the United States, was put into service in No. Seven Mine, Rock Springs. This locomotive, using 500 volts direct current, hauled thirty to thirty-five cars with an average capacity of one and one-half tons, a distance of one mile to the tipple. When it is remembered that for more than half the distance the haul was over an adverse grade of one and one-half per cent, the performance of this early locomotive was a remarkable one. With the advent of "Charlie Smith," a number of mild-mannered little Missouri mules lost their jobs. More than that, "Charlie's" success made it evident that it would be only a matter of time before the remainder of the animals in the employ of the coal company were to be superseded by other "Charlie Smiths." "Charlie" now rests in state on a rock and flower-covered foundation before the Old Timers' Building in Rock Springs. The ancient locomotive was officially initiated into The Union Pacific Coal Company Old Timers' Association with elaborate ceremonies on July 19, 1929. If old "Charlie" could talk what stories it could tell!

In 1903 other main-line locomotives of ten-ton capacity, and hauling sixty mine cars, were installed in Nos. Eight and Nine Mines, and additional locomotives were also installed in No. Seven Mine. However, it was not until 1912 that main-line locomotives were first used in No. Ten Mine, Rock Springs. In 1909 this system of haulage was installed in No. Two Mine, Hanna, working out very satisfactorily. Storage battery locomotives were used to some extent in 1907 in some of the Superior mines, but the early batteries lacked the rugged construction of the present-day ones, and these were soon superseded by trolley locomotives. About 1917 gasoline locomotives were experimented with at Hanna and Reliance, but they proved too temperamental and undependable for the exacting demands of mine haulage and were soon abandoned. Even the mules had been more tractable than these. The innovation that brought electric haulage locomotives into general use, both on main lines and for auxiliary hauls, was the introduction of the loading machine and mine cars of larger capacity. Locomotives up to as high as fifteen-ton capacity are in general use now, and only a few head of livestock are now employed in the mines, and these for other than haulage work.

The story of the mechanical loader begins in 1916, when, in common with many other coal companies in the United States, The Union Pacific Coal Company investigated the possibilities of loading machines in its mines. No. Four Mine at Hanna presented a real problem, inasmuch as the coal, on account of its great height, had to be taken out in benches, and, if a large amount of coal were shot down at one time it frequently caught fire spontaneously before it could be loaded out. Extinguishing these fires was an expensive luxury for the Coal Company, and it was decided that no preventive measures could be more costly. Accordingly, after some study,

it was decided to purchase a Thew excavating shovel equipped with an electric motor, and with a bucket which had a capacity of one and a quarter yards. It was first planned to undercut the room and load the entire height of approximately twenty-seven feet with the Thew loader, but this did not work out. Later a system was developed whereby the hand loaders took out the lower bench of seven feet and the twenty-foot bench above was loaded with the Thew loader. These loaders did comparatively well, but their use was limited by the fifteen feet of head room required to operate the shovel. The one Thew shovel installed in 1916 was followed by one more the next year, and by two more in 1918. These machines continued to operate fairly well under the conditions at Hanna until 1930, when they were abandoned.

In 1923 two 4-BU Joy loaders were installed in No. Two Mine, Hanna, two more in 1924, with eight more in 1925. These were later replaced by seven of a more modern type of Joy loader, the 5-BU, in 1928 and 1929, since which time even later models of the Joy loader have been installed, although the 5-BU machines are still in operation. Early in 1925 a scraper loader, with a capacity of three and one-half tons, was built in the company's shops at Rock Springs and experimented with in No. Eight

One of the Joy Loaders that succeeded the Thew Shovels in No. 4 Mine, Hanna. Look at the lumps.

View of low type Duckbill in Rock Springs District, driving narrow work with blower pipe for ventilation. This device is now built by the Goodman Manufacturing Company, Chicago.

Mine. The performance of this machine was so superior that eight more machines were ordered and installed at Rock Springs, Reliance and Winton. These machines work very well under good roof, but, on account of the large area necessary to operate them, they do not work successfully where timber has to be set fairly close to the face.

The first shaking conveyor imported from Bochum, Germany, was installed in Superior "C" Mine on November 20, 1925, and proved so successful that in 1926 six more machines were purchased, and the following year thirty more shaking conveyors were installed in the different mines. These machines were of German and Scottish makes, and from the initial installation were quite satisfactory. With the early machines a retractible pan was used at the face end of the conveyor, but only a small part of the coal could be loaded in this manner, and it was necessary to shovel most of the coal onto the conveyor by hand. Later what is now known as the "Duckbill" was developed by Frank L. McCarty, Superintendent, and George Ernsbarger, a member of the mechanical force, at Rock Springs. This device, since materially improved, together with the shaking conveyor, has become standard equipment in The Union Pacific Coal Company mines. These machines are now manufactured in the United

States, and The Union Pacific Coal Company had 151 of them in use in 1939. From 1928 to 1930 a number of pit car loaders were installed, primarily in the Rock Springs mines, to remove pillars and to provide a type of machine which certain older employes could best use.

In December, 1939, the Board of Managers of The Franklin Institute, the leading scientific society of America, founded in 1824, awarded to Mr. Frank L. McCarty and Mr. George H. Ernsbarger, a Certificate of Merit containing the following citation:

> "In consideration of the development of a simple, rugged and ingenious device for loading a jigging conveyor."

Recognition by The Franklin Institute represents a distinct honor.

Without the aid of modern machinery many of The Union Pacific Coal Company's older mines would have been closed down before exhaustion, because of the slow method of extraction and the extreme number of active working places which it was necessary to maintain, as well as the additional places held in reserve for hand mining, all of which resulted in heavy maintenance work and expense. With all the operations of mining now performed mechanically, it became possible to rehabilitate certain of the old mines, as well as to open new mines on a more modern plan. The following statement shows the progress of mechanical loading in The Union Pacific Coal Company's mines, which are at present one hundred per cent mechanically operated;

Year	*Total Tons Mined*	*Tons Loaded Mechanically*	*Per Cent*
1916	3,481,334.65	14,338.85	0.41
1917	3,283,096.45	23,872.75	0.73
1918	3,384,068.50	56,447.50	1.67
1919	2,321,139.00	66,193.35	2.85
1920	3,069,379.20	50,549.20	1.65
1921	2,984,534.00	63,878.65	2.14
1922	2,253,773.95	46,363.15	2.06
1923	3,241,104.85	107,693.00	3.32
1924	2,821,677.80	161,523.65	5.72
1925	2,779,064.54	265,434.40	9.55
1926	2,776,245.45	601,611.15	21.67
1927	2,750,430.20	1,107,775.85	40.28
1928	2,927,389.85	1,501,577.70	51.29
1929	3,060,632.25	1,774,279.65	57.97
1930	2,897,653.25	1,721,659.70	59.42
1931	2,453,527.21	1,800,651.96	73.39
1932	2,045,270.00	1,659,148.81	81.12
1933	2,097,558.23	1,899,438.80	90.55
1934	2,402,552.95	2,340,247.07	97.41
1935	2,887,731.30	2,881,072.95	99.77
1936	3,286,159.30	3,284,569.40	99.95
1937	3,315,628.05	3,315,628.05	100.00
1938	3,016,977.85	3,016,977.85	100.00
1939	3,261,003.45	3,261,003.45	100.00

Up until December 31, 1939, The Union Pacific Coal Company had loaded a total of 31,021,936.89 tons of coal by means of mechanical loaders.

The Union Pacific Coal Company was among the first to adopt the electrically driven shaking conveyor in the United States, and this type of conveyor loading, with the duckbill loading head attachment, developed on the property, is now being very widely used throughout this country and Canada.

It is difficult to speculate on what will occur in the coal industry during the next few years; whether, with the steady inroads of other fuels, such as oil and gas, the industry will continue to shrink, or whether, by the aid of mechanical appliances now in use and others, more efficient, yet to be developed, the industry will regain some of the business that has been lost, or at least will hold its own. The coal industry, bituminous and anthracite, has in the past been too frequently conducted as an opportunistic industry. A quarter of a century gone the production of the nation's bituminous mines increased at the rate of ten per cent per annum, doubling the annual output each ten years. For example, the total production was for the year 1890, 111,302,322 tons, for 1900, 212,316,112 tons, for 1910,

Vulcan scraper in action

417,111,142 tons, with the peak production in 1918, of 579,385,820 tons. Since that day King Coal has had his ups and downs, mostly downs, the production in 1938, 344,630,000 tons and in 1939, 389,025,000 tons.

In recent years the coal industry, at least a portion of it, has sobbed out its tale of woe on the shoulders of sympathetic politicians and pseudo economists. In certain portions of the nation it drove its employes into murder and anarchy through starvation wages and merciless oppression. In the meantime new development increased faster than market, and with the financial debacle of 1929, the industry sank lower and lower, turning in despair to legislative price fixing, the very threat of which led thousands of users to further increase their efforts to reduce their purchase of coal by better usage and by the substitution of fuel oil and natural gas for coal.

It was only when a uniform length of the working day and an hourly wage partially approximating uniformity was established, that the major number of coal operators began to think seriously of improving the quality of their product and reducing the cost of production through mechanization. The concentration of wage negotiations in the Appalachian Field, which took place in 1934, and which yet continues, created a return to the older form of coal labor politics, the promotion of coal storage to cover a possible strike and suspension of production, with a prolonged talking match, which ended without gain to either side when the storage piles were approaching exhaustion. While this take-us-nowhere program was being carried on, the management of The Union Pacific Coal Company undertook to mechanize its mines gradually and without enforced reduction of manpower, reducing its unit costs and increasing its percentage of extraction, building up simultaneously a happier, safer working, and more contented class of workers. Looking backward, it is now clearly evident that the methods of mining and the cost of production that governed twenty years ago in the Company's mines would, if continued, have led to an even greater shift from coal to fuel oil by the railroad company. As bad as it was to lose the Oregon and Washington sections of the railroad to fuel oil, still further transitions would have proved profitable to the Railroad if the old conditions had been continued.

One of the very real advantages that has come out of the mechanization of the Coal Company's mines is that of the increased extraction secured per acre, of mineral in place. In 1900 the extraction did not exceed forty per cent; today it averages in excess of eighty per cent, a clear gain of one hundred per cent. In certain mines the average extraction exceeds ninety per cent. An increase of one hundred per cent can therefore be conservatively claimed. There is, however, yet room for an even higher increase of efficiency in mining methods. Such will come through further mutual effort, and a growing feeling of the triteness of the motto of the "Three Musketeers" in Dumas' famous story, "All for one, one for all."

CHAPTER XXI.

Officials

Tells of early-day officials, the men who, without geological maps or reports, sought out promising coal mining locations, who lived on the treeless, wind-swept deserts, without water that was acceptable for domestic or steam-making use, with no reservoir of labor to draw upon, even contending with the wily Indian in opening Old Carbon, and who withal developed the coal that was necessary to a transcontinental railway and a rapidly settling empire; men who lived, worked and laughed through it all, men whose names should be carved in stone as an inspiration to those of a later generation, who now build on a foundation of vision, courage and pioneering hardships—and think they are doing well.

THE Union Pacific Coal Company is not a remote and bloodless machine in the eyes of its employes; nor is it an omnipotent force that hires and discharges men without reason, and whose sole purpose is to amass profits. The Union Pacific Coal Company is, in the last analysis, no more and no less than the group of men who comprise its officials, many of whom rose to their present high positions the hard way, beginning as miners in the day of the hand pick and shovel. In this chapter mention is made of some of the men who have served as officials of the coal company and whose loyalty and ability have made the company what it is today. It is a pity that lack of sufficient records causes us to leave out the names of many good men.

Any record of the list of officers of The Union Pacific Coal Company, and those who administered the Coal Department of the Railroad preceding the coming of the Coal Company, would be incomplete without due reference to Mr. D. O. Clark.

Mr. Clark came to the properties in 1868 while serving as bookkeeper for the Wyoming Coal & Mining Company, his office then located in Omaha. This connection antedated the organization of the Coal Department of the Railroad, the Wyoming Coal & Mining Company a pioneer mine development agency established by Wardell and Godfrey at Carbon, Rock Springs, Almy and Point of Rocks.

Mr. Clark was a marvelous penman, an art which has virtually disappeared, at least among business men. In Mr. Clark's early days the correspondence was invariably conducted in longhand and many splendid examples of his fine penmanship rest in the files of The Union Pacific Coal Company. Mr. Clark, figuratively speaking, grew up with the Coal Company. In 1874 he was made Superintendent of the Coal Department of

the Union Pacific Railroad Company, continuing in that position until 1890. From 1890 to 1895 he was assigned to special duties, much of his time being spent in Washington, D. C. From 1895 to 1904, he served as Superintendent of The Union Pacific Coal Company and from 1904 to 1911, he occupied the position of Vice President and General Manager, retiring in 1911, moving thereafter to Towanda, Pennsylvania, where he resided until his death, which occurred on November 21, 1921.

D. O. CLARK

During Mr. Clark's incumbency, he laid the foundations for the subsequent permanent operations of The Union Pacific Coal Company. His primary duty was to furnish fuel for the operations of the Union Pacific Railroad, and to market the surplus commercially. The mines at Rock Springs, Carbon, Hanna, Spring Valley, Cumberland, Superior and Reliance were developed under his personal supervision, and, while occupied with many other duties, he kept in close touch with the operations of the several properties. During the period he was Superintendent, and also while Vice President and General Manager, he made frequent visits to the properties, and was very active. On the occasion of such visits, he usually made detailed inspections of the surface operations on foot.

Mr. Clark was a man of outstanding integrity, who exacted from his subordinates a high standard of conduct. Outwardly he was stern and austere, and had few intimates, saying but little, but he was just and upright in all his dealings with his associates, and behind his reserved manner, he was kindly and approachable. When a new mine was being projected at Superior in 1936, it was deemed fitting to give to it the name of the man on whose shoulders fell the principal work of seeking out locations for, and afterward developing, many of the early mines.

During Mr. Clark's absence in 1890, a period spent in Washington, D. C., on company business, the Coal Department was presided over by Mr. Chambers H. McKibbin who was the son of a Brigadier General in the United States Army. Young McKibbin entered West Point Academy and while there with other cadets became involved in the hazing of Cadet Whittaker, the first colored youth to enter the Academy. Whatever the controversy, which filled the columns of the newspapers in that day, Cadet Whittaker lost his ears and a number of white cadets were expelled. It is told of Mr. Charles Francis Adams who served as President of the Railroad Company from 1884 to 1890, that with each succeeding class graduated from Harvard University, (Mr. Adams's alma mater), he sent to the railroad a few young graduates with instructions to put them in line for Vice Presidencies and the Presidency. Many of such remained with the Railroad and its Coal Department, but the record does not show that any one of them ever became President.

Mr. George L. Black entered the employ of The Union Pacific Coal Company at Rock Springs in the early eighties as an engineer. About

1890, he was appointed Superintendent, and a few years later, General Superintendent. A graduate mining engineer, Mr. Black had much to do with the company's early engineering work, particularly that incident to the opening of the Cumberland, Spring Valley, and Hanna mines. In direct charge of the prospecting records while acting as engineer, he was very familiar with all the coal fields in southern Wyoming. A capable executive, he was retired on a pension in March, 1915, dying at his old home in Allentown, Pennsylvania, May 10, 1917.

In the last years of the last century, there was not a coal town in Southern Wyoming where Morgan Griffiths, one of the finest officials ever to serve The Union Pacific Coal Company, was not known and liked. A native Welshman, Mr. Griffiths came to America in the late seventies, embued with the same resolute spirit that characterized so many of his countrymen. He spent several years in Pennsylvania, later living in Oskaloosa, Iowa, and still later, in Coal Creek, Colorado, always drifting further westward. In 1879 he arrived in Rock Springs, applying for a job underground in old No. Three Mine. Only two years later, armed with a well-earned state certificate as a Mine Foreman, he took over the management of No. Three Mine, and in 1882 he was made General Foreman of all mines. No one was more conversant with the mining operations of The Union Pacific Coal Company and with the general geological structures of the different mining fields than was Morgan Griffiths. His abundant energy was continually pushing him into new channels, and he seemed to have a corner on all the time in the world, never being too hurried or too pressed to take on another job. In addition to his work as General Underground Foreman, Mr. Griffiths did much of the preliminary prospecting work at Cumberland, Spring Valley, Superior, and Reliance. He had a small laboratory in which he made proximate analyses of all the different coals in the several fields, and no mining project of major importance was undertaken without consulting Morgan Griffiths. When the United Mine Workers of America organized the mine workers of The Union Pacific Coal Company in 1907, much of the preliminary work of negotiation was carried on by Mr. Griffiths. Prior to his arrival in Rock Springs, he had been a member of the Knights of Labor. In all his contacts with the Union after its organization in Wyoming, his decisions were just and reasonable.

MORGAN GRIFFITHS

Some years prior to his death, Mr. Griffiths was offered the job of Assistant General Manager of The Union Pacific Coal Company, but he was by this time too deeply attached to Rock Springs to wish to move to

Omaha, as the new position required, and he declined. He had given himself without stint, through all his life, to his work and its demands, and in 1909 the strain began to tell. Particularly exhausting had been his work in handling mine fires and directing recovery proceedings following explosions, a field in which he was an authority. He died at his home in Rock Springs on March 9, 1911. Mr. Griffiths was married in 1885 to Eliza Ann Davis, and twelve children were born of this union, six of whom now survive, Lewis, Bill, Evan, Morgan, Emlyn, and Mrs. W. J. Carr. No one was more widely known in mining circles in the state of Wyoming and no one was more highly respected among the employes than Morgan Griffiths.

The roster of the Union Pacific Coal Company's engineers is a long one, extending many years backward, and including many names, but some names there are that stand out from the rest, the names of men who rendered particular service to the company and the state. Mr. Frank A. Manley came to the property as a young mining engineer in the eighties, later appointed Chief Engineer, also holding the title of Superintendent of all construction work. In 1911 he was appointed Assistant General Manager, and, on the resignation of Mr. D. O. Clark, he was promoted to the position of Vice President and General Manager, serving in this capacity until 1919, when he resigned to accept the Vice Presidency of the O'Gara Coal Company, operating in southern Illinois. Mr. Manley died on August 2, 1937, at Pottsville, Pennsylvania, while employed by the Reading Coal and Iron Company. His successor as Superintendent of Construction for The Union Pacific Coal Company, Mr. E. Barton Hack, took office soon after the turn of the century, and designed many of the company's tipples and mine buildings, particularly the building at No. Two Mine, Hanna. He also redesigned No. One Tipple at Rock Springs.

FRANK A. MANLEY

Mr. W. J. Hallett was appointed Chief Engineer on January 1, 1911, later resigning to move to California. Mr. Hallett is now employed by the Rocky Mountain Fuel Company, with headquarters in Denver, Colorado. A later Chief Engineer was Mr. Willis T. Ryan, whose most important work was the designing and building of the boiler room at No. Four Mine, Hanna, in 1918, and the designing of the staff residences and the club house in Wardell Court, Rock Springs. Mr. James L. Libby, who held the position of Assistant Chief Engineer for a number of years, designed many of the Company's buildings, including the present office building and the Old Timers' Building. A graduate of the Colorado School of Mines at

Golden, Colorado, in Mining Engineering, he developed into a high-ranking architect. His death came on July 30, 1937, after a lingering illness.

A curious affinity exists between certain of the offices of the coal company, a similarity that permits an official who is efficient in one position to be transferred without loss of efficiency to any number of others. Indeed many of the company's highest officials have reached their present positions by a long series of promotions through every type of work connected with the coal company. Such men make their way upward in the ranks of the company employes with quick, intelligent versatility, moving from one office to another as though each new post was merely another hurdle to be cleared. Some of them began, like Morgan Griffiths and Frank A. Manley, as engineers. Others started as miners. A few have even entered upon their careers with the company as trapper boys. Whatever the spark within them that distinguished them from their fellow workers, whether it be resourcefulness, initiative, or sheer determination, these men have had one quality in common—an awareness, not only of their separate jobs as such, but of the entire business of coal mining as a unified whole. It is this consciousness of all of the vast activities of the industry that makes them able to fit into a number of the industry's corners.

JAMES L. LIBBY

Of all the positions that various officials have occupied, either through transfer or promotion, perhaps the single post that has been the most frequent stepping stone towards high rank in the company is the office of Mine Foreman, an office which has been held by such men as Mr. David G. Thomas, Mr. Michael Quealy, and many others. A few of the foremen, both past and present, are herewith introduced:

Mr. John S. Davis, of Bevier, Missouri, served at one time as Mine Foreman at Rock Springs, later becoming Superintendent of the Central Coal and Coke Company's mines at Sweetwater, now known as Quealy, Wyoming. Mr. Zoro Meredith was Mine Foreman at Rock Springs No. Eight Mine, and was killed while supervising timbering in the vicinity of the No. Eight shaft bottom. Mr. D. M. Elias, Foreman of No. Eight Mine for a time, was, like Mr. Davis, a native of Bevier, Missouri. "Dave," as he was familiarly known, was a genial and kindly gentleman, liked by all of the employes. He was later made Assistant General Mine Foreman, with headquarters at Rock Springs, to later become State Coal Mine Inspector, which office he held until 1908, when he lost his life while engaged in recovery work in Hanna No. One Mine after the explosion occurring there.

Mr. David G. Thomas, whose name and work, both as a poet and as an official, are so inextricably bound up in the history of The Union Pacific Coal Company that this record would not be complete had he not already been mentioned in it, was employed as Mine Foreman at No. Three Mine, Rock Springs. He also served a term as State Inspector of Coal Mines for Wyoming, and was later made Superintendent of the mines at Rock Springs. During the different periods that Mr. Thomas was employed as an official of The Union Pacific Coal Company, he studied law, was admitted to the bar, and was made Prosecuting Attorney of Sweetwater County and of Uinta County on separate occasions. As a poet, Mr. Thomas let the flavor of his warm Welsh humor sift through all his writings. His poems were on familiar subjects, like the feel of damp air in the mines, the tragedy of a mine explosion, and the longing of some of the old country miners for their home in Lancashire. Mr. W. C. Deming, former publisher of the Wyoming State Tribune, once said of Mr. Thomas, "His poetry reminds me of fruit cake or old wine — as a poet, he improves with age." A number of the poems of Mr. Thomas have been gathered together in the volume called "Overland and Underground," and largely due to the merits of this volume, Mr. Thomas was chosen as Poet Laureate of the Old Timers' Association.

Another Mine Foreman, Mr. D. G. Jones, came to Rock Springs while yet a young man, serving as Mine Foreman in No. One Mine. On the closing of this mine he was appointed Mine Foreman in No. Eight Mine, and later in No. Four Mine. To Mr. Jones goes the credit of having been Foreman in No. One Mine when it was the largest producing mine in the Rock Springs district. A former assistant of his in old No. One Mine, Mr. Benjamin Ledbetter, died several years ago. Mr. John Park was also Mine Foreman in No. One Mine in the early nineties, resigning to become County Treasurer of Sweetwater County. Until his death he owned and operated the Park Hotel in Rock Springs. A third Foreman in No. One Mine at Rock Springs was Mr. John M. Paterson, who came to the town in its early days from Iowa. After leaving the service of The Union Pacific Coal Company, he acted for a number of years in the capacity of Mine Foreman at the Lion Coal Corporation's mine at Blairtown, and there met his death from a fall of rock.

Mr. Michael Quealy, later to become a prosperous rancher in Carbon County, was one of the early Mine Foremen in No. Five Mine at Rock Springs. Mr. Ben Lewis also served as Mine Foreman for a number of years, working in Mines Nos. Eight and Ten, and is still employed as Assistant Mine Foreman in No. Eight Mine. Other men who worked in No. Eight Mine, were Mr. Ralph Buxton, a former Mine Foreman, who is employed in No. Eight as a section foreman, and Mr. George Fitchett, who for many years before machinery was installed in No. Eight, served as Mine Foreman there.

Mr. Thomas Foster, later Superintendent at Reliance and Winton, and now employed as Outside Foreman at the Rock Springs mines, was

Mine Foreman for a number of years in No. Seven Mine, Rock Springs. Mr. John Maxwell, since deceased, came to Rock Springs from Carbon as Assistant Mine Foreman and was later made Mine Foreman at this same mine. Another former head of No. Seven Mine is Mr. John L. Dykes, who also served as Assistant Superintendent at Superior at one time. Mr. Dykes came to Southern Wyoming from Nebraska in the very early days. Mr. John Dunmire, now a resident of Colorado, also served for years in No. Seven Mine as a Foreman. The present Mine Foreman in No. Four Mine is Mr. Thomas Overy, who has acted in this capacity in No. Four and No. Eight Mines for a period of about twenty years.

Mr. T. V. Davis was one of the early Mine Foremen in No. Three Mine, Rock Springs. On leaving the employ of the coal company, he served as Superintendent of the Wyoming General Hospital, later moving to Colorado, where he lived with his son, Dr. Thomas Davis, until his death. Mr. Thomas Brannaman served at one time as Outside Foreman at Rock Springs, as did Mr. Elmer Moffat, and Mr. Thomas A. James, now President of the Superior Lumber Company of Rock Springs. Since leaving the employ of the coal company, Mr. James has been very successful in the contracting and building business. Another Outside Foreman at Rock Springs was Mr. C. H. Durham, who met his death in an automobile accident some years ago. Mr. George A. Murphy also discharged the duties of Foreman, together with those of chief clerk at Rock Springs. Later Mr. Murphy became Superintendent of the Spring Canyon Mine at Spring Canyon, Utah, passing away a few years ago.

Mr. Robert Muir, now retired and living in Long Beach, California, was General Master Mechanic of all The Union Pacific Coal Company's properties for many years, a position that carried with it heavy responsibilities. A splendid example of a self-made man, Mr. Muir was a constant student of technical literature, and, until his retirement, he knew more about the coal company's mechanical activities than did any other official of the company. No mechanical work was ever undertaken without Mr. Muir's advice, and this included the design and construction of the steam plants and the large steam hoisting engines in the several districts where operations were carried on. Bob served as President of The Union Pacific Coal Company's Old Timers' Association in 1929. Mr. Arthur T. Henkell succeeded Mr. Muir as General Master Mechanic, and he, too, was a capable and conscientious official. It was he who carried forward the additions to the Rock Springs power plant in 1936. Having spent some time at the University of Wyoming, studying mechanical engineering, and having served as Master Mechanic at Hanna, Cumberland, and Superior, prior to his appoint-

ROBERT MUIR

ment as General Master Mechanic, he was well fitted to fill the post by virtue of training and experience. His death occurred on January 27, 1937. Mr. James V. Macdonald worked as a machinist under Mr. Muir before he was made Shop Foreman at Rock Springs, and was later made Master Mechanic at Rock Springs and Reliance. On Mr. Henkell's death, Mr. Macdonald succeeded him as General Master Mechanic. He died after a brief illness on April 26, 1938.

The post of electrician is an office of recent creation compared to some of the coal company's other offices. It was not created until the erection of the first power plant in Rock Springs in 1891, for lighting the town and for supplying current for the mining operations. The first Chief Electrician was Mr. Willis Connor, now deceased, who came from Omaha, and who occupied that post at Rock Springs and at Cumberland. Mr. John Black was also for a time Chief Electrician, resigning to return to Pennsylvania. A third man to hold this office was Mr. L. D. Gray, a graduate of the Electrical Department of the Colorado School of Mines at Golden, Colorado. During his incumbency, substantial additions were made to the power plant. When Mr. Gray moved to Oklahoma at the beginning of the World War, Mr. Boyd L. Betcher succeeded him. Mr. D. C. McKeehan, who served in the Electric Department for a number of years, took over the position of Chief Electrician in May of 1918, holding same until his resignation on December 31, 1936. He also served as General Manager of the Southern Wyoming Electric Company, now the Southern Wyoming Utilities Company. Largely a self-educated man, having never attended college or a technical school, Mr. McKeehan was one of the best informed electrical men in the west. His experience was invaluable in the extensions of the electrical operations of the coal company, particularly in the additions to the power plant, and the installation of electrical machinery underground. Mr. McKeehan now lives in San Diego, California.

ARTHUR T. HENKELL

In the past the coal company has depended heavily on the integrity and the clerical ability of those men who work in the mine office and the general offices. One of the earliest chief clerks was Mr. W. K. Lee, who came to the Union Pacific properties as a young man, and was first engaged

in prospecting work at Baldwin, Colorado. He also spent considerable time at Almy, Wyoming, as Outside Foreman and material clerk before coming to Rock Springs on November 1, 1889, as material clerk. He was made chief clerk to the General Superintendent in 1890, and was appointed Purchasing Agent, with headquarters in Cheyenne, in September, 1906. Moving to Rock Springs as Purchasing Agent in 1919, he continued in that capacity until his retirement. He died on March 26, 1935, at his home in Rock Springs.

W. K. LEE

Among others who worked at various times in the mine offices and general offices were: Col. C. E. Christmas, later an attorney at Kemmerer, Wyoming; Mr. C. P. Wassung, a native of New York, well known to all the Chinese employes, who changed his name to "Wah Soong;" Mr. George Rezak, who later lived in Nampa, Idaho; Mr. W. B. Cook later mine clerk for The Colony Coal Company at Dines, Wyoming; Mr. Harvey Davis; Mr. Carleton Carter, now mine clerk at Rock Springs; Miss Rena Elias, now married and living in Laramie, Wyoming; Mrs. Maud Emery; Mr. John B. Hendricks, who was chief clerk in Cheyenne, and who now lives in Pasadena, California; Mrs. A. M. Outsen, who started in the store at Reliance as bookkeeper and cashier and is now employed as senior clerk in the Vice President's office; and Miss Anna Baird, daughter of a Rock Springs miner, who obtained her first position in the Store Department at Rock Springs and is now serving as chief clerk to the General Manager. Mr. F. P. Briscoe, now serving as Auditor of Miscellaneous Accounts in the General Offices of the railroad in Omaha, was Auditor for several years.

E. B. TREAT

Mr. A. H. Doane served as Assistant Treasurer for many years and was retired in 1933, when he moved to Massachusetts. He came to the company in the early days as an engineer and was later employed as Assistant General Sales Manager, with supervision over all commercial coal sales. Later still he was transferred to the position of Assistant Treasurer in Cheyenne, moving thence to Rock Springs. Mr. E. B. Treat served the company for years as Superintendent of Stores, until his retirement, his headquarters shifting from Omaha to Cheyenne, and finally finding a permanent location in Rock Springs. Mr. Treat died suddenly on March 27, 1927, having retired from active service three years earlier. Mr. W. S. McCune was General Sales Agent

from January, 1911, to December, 1915, and from that time until April, 1917, Mr. John Sterling, who came from Chicago, Illinois, held the same position. In June, 1917, The Union Pacific Coal Company retired its Rock Springs production from the commercial market, to devote these resources to the service of the railroad, and in April, 1920, the Hanna coal was also withdrawn for the same purpose, and the office of General Sales Agent was abolished.

The first man to hold the highest office in The Union Pacific Coal Company, that of President, was Mr. Charles Francis Adams, who was elected in September, 1890, by the board of directors, serving in that position for a number of years. He was followed by Mr. S. H. H. Clark, Mr. Horace G. Burt, Mr. Julius Kruttschnitt, Mr. A. L. Mohler, Mr. E. E. Calvin, Mr. J. D. Farrell, Mr. C. R. Gray, Mr. Edward Sidney Brooks, and the present incumbent, Mr. Eugene McAuliffe. Mr. Calvin was an outstanding official, having been employed in the early days as a clerk at Grass Creek and as a telegraph operator at Carbon, Wyoming, Mr. Calvin was already familiar with the mining operations of the Coal Company before the beginning of the series of promotions that advanced him to the President's place for two terms. Step by step, he progressed, his various positions of responsibility requiring a frequent change of address. From Pocatello to Salt Lake City, to San Francisco and to Omaha, he repeatedly moved across the country in the service of the company. He died in Los Angeles, on March 17, 1938.

Mr. Edward Sidney Brooks, another remarkable President, was born on Washington's birthday, 1858, at Fort Smith, Arkansas, the son of Colonel Edward James Brooks, of the United States Army. His first job was that of locomotive fireman with the Denver and South Park Railroad. From 1880 to 1884 he operated for this road as a prospector for anthracite coal in Gunnison County, Colorado. Again he changed his occupation, this time finding employment under the Union Pacific Railroad Coal Department at its mines at Erie and Louisville, Colorado, and then in rapid succession working as a mine clerk at Baldwin, Colorado, as a salesman of Rock Springs and Carbon coal from the Missouri River to the Pacific coast, as a relief mine clerk, as a Mine Superintendent, as a mine inspector, and as a coal prospect inspector. After a period spent working for another company, Mr. Brooks returned to The Union Pacific Coal Company to engage in the purchase of coal lands and to act as Fuel Agent and General Storekeeper of the Union Pacific, Denver & Gulf Railroad, a

E. E. CALVIN

system line. He was made Superintendent at Hanna in November, 1894, where he remained until 1907, except for a year's leave he took when he went to Alaska during the Klondike gold rush. His year's excursion to the far north ended, he was placed in charge of the Mexican anthracite holdings of the Southern Pacific company at Barrancas, from which position he again returned to The Union Pacific Coal Company, and on July 10, 1911, was made General Superintendent of the mine at Tono, Washington, operated as a Union Pacific subsidiary. He continued to hold this post until April 1, 1920, when he was elected Vice President and General Manager of The Union Pacific Coal Company. Less than a year later, on January 5, 1921, he was made President. He was to hold this office only until March 1, 1923, when he was succeeded by Mr. Eugene McAuliffe, of St. Louis, Missouri. Mr. Brooks remained with the company in the capacity of Vice President until his death on March 17, 1924.

EDWARD S. BROOKS

The present official staff of The Union Pacific Coal Company consists of: Eugene McAuliffe, President, Omaha; George B. Pryde, Vice President of Operation; H. A. Toland, Vice President; I. N. Bayless, General Manager; C. E. Swann, Chief Engineer; H. C. Livingston, Assistant Chief Engineer; G. L. Stevenson, General Chief Electrician; D. T. Faddis, General Master Mechanic; R. R. Knill, Safety Engineer; Manuel Grillos, Assistant Safety Engineer; F. A. Hunter, Purchasing Agent; Frank Tallmire, Auditor; John D. Foster, Assistant Treasurer; E. R. Jefferis, Manager of Stores; K. E. Darling, General Manager, Southern Wyoming Utilities Company and Union Pacific Water Company; Morgan F. Roberts, Superintendent, Rock Springs Power Plant; James R. Dewar, Chief Clerk to the vice president; and E. T. Baldridge, Chief Clerk to the auditor.

H. A. TOLAND

Eugene McAuliffe, the present President of The Union Pacific Coal Company, has had a remarkable background for the performance of the exacting duties attached to his position. Born at Maidstone Barracks, Kent, England, the son of a British Army Engineer officer who served through the Indian mutiny in 1857, and later in

Many honors have come to Mr. McAuliffe in mining circles. Four times his mines have received the "Sentinels of Safety" statuette, awarded for the most outstanding safety work shown in all bituminous coal mines of the United States. He has served on an advisory committee to the United States Bureau of Mines, and in past years he gave valuable assistance to the United States Coal Commission, in collaboration with the Chairman, Mr. John Hays Hammond, the noted mining engineer, now deceased. He is a member of The American Mining Congress and the American Institute of Mining and Metallurgical Engineers, in which he has served as Vice President and Director, and he has also served on many important committees of these organizations. In acknowledgment of his many contributions to the coal industry, the University of Missouri, through its School of Mines and Metallurgy, conferred upon him the degree (honoris causa) of Doctor of Engineering, on May 28, 1927.

A continuous contributor to The Union Pacific Coal Company's Employes' Magazine, Mr. McAuliffe writes the leading article each month, and also contributes pertinent editorials under the heading of "Run of the Mine." One of his most pretentious works was a series of articles which ran in the magazine over a period of six months, entitled "From Whence Came the Peoples of England, Ireland, Scotland and Wales." He has also written "The Romance and Tragedy of Coal," and a technical book of 460 pages, "Railway Fuel." Departing somewhat from his usual routine, this coal mining executive put together and published, with appropriate explanations, the salient portions of the Four Gospels, Matthew, Mark, Luke and John, under the title "Why Men Believe in God." Mr. McAuliffe has always received the loyal support of the coal company's full staff, as well as the cooperation of the miners. They admire his ability to make quick and accurate decisions, his sympathetic understanding of their problems, and his willingness to listen to new ideas. On all of the activities of The Union Pacific Coal Company his hand has made an indelible impression. Mr. McAuliffe is also President of the Washington Union Coal Company, the Southern Wyoming Utilities Company, and the Union Pacific Water Company.

GEORGE BLACKER

The Vice President of the Coal Company, Mr. George B. Pryde, was born in Fifeshire, Scotland, coming to the United States in 1893, where he found employment in southern Colorado with the Colorado Fuel & Iron Company in its Newcastle mines. That same year he moved to Rock Springs to work for The Union Pacific Coal Company as a miner in No. Seven Mine, now abandoned. After several years spent in a variety of underground work, he was advanced in 1902 to the

position of Night Foreman in No. Ten Mine, and a year later found himself Assistant Foreman and later Foreman in No. Eight Mine. By 1911 he was Mine Superintendent at Rock Springs, succeeding Morgan Griffiths, in which capacity he also supervised the early mining and construction operations at Reliance. In September, 1912, he was made Assistant General Superintendent of The Union Pacific Coal Company, with headquarters in Cheyenne, and followed this advance by becoming General Superintendent of the Superior Coal Company and The Union Pacific Coal Company. His appointment as Vice President and General Manager took place in May, 1924, at which time he was given charge of all the operations of the company and, on January 1, 1938, he was made Vice President, Operation, which position he now holds. Mr. Pryde also serves as Vice President of the Washington Union Coal Company, the Southern Wyoming Utilities Company and Union Pacific Water Company.

Mr. Pryde has seen the operations of this company grow from comparatively small mines to the wide-spread operations of today. An indefatigable worker, he expects like industry from his associates, and usually manages to get it. In the course of his duties he has come in contact with a great number of men in western mining circles, as well as with most of the personnel of his own company. His special concern, as it is with Mr. McAuliffe, is the promotion of safety in the mines, and much of his time has been employed in developing the company's safety program. He is a member of the American Institute of Mining and Metallurgical Engineers, of The American Mining Congress, and of several other societies. He was president of the Rocky Mountain Coal Mining institute for one year, and has frequently contributed technical papers to the different mining organizations of which he is a member.

GEORGE B. PRYDE

To pass over the record of Mr. Pryde with a brief recital of his official connection with the coal company would be doing the property and the younger members of the official staff an injustice. For more than forty years Mr. Pryde has given his employers while serving as a subordinate official and general officer every element of energy that he was capable of, a line of conduct that could not fail to bring him continuing advancement through the years. A few months ago one who had known George Pryde continuously and intimately for many years said of him:

"The mining industry in the west, commencing with the old days, developed many strong and capable characters, among which is one outstanding individual, George B. Pryde, mine worker,

mine operating official, and mining executive in turn. Many men attain industrial prominence, but few are able to so fully saturate their daily activities with the wholesome sense of justice that motivates our friend. Sympathetic with the many problems that surround his workmen and their families, Mr. Pryde has never turned away from a difficult condition, trying instead to compose every unhappy situation. From the individual he has never sought more than a fair measure of industry, personal integrity counting more with him than mine costs. In his relations with his employes, he, out of his long experience as a worker, is capable of weighing each situation that comes up, erring, if he errs, on the side of the worker."

If George B. Pryde confined his activities to the affairs of the companies he serves, he would have an easier task and more leisure hours. On the contrary, he has for many years led in all secular and religious community activities. An active church member, a Thirty-third Degree Free-Mason, an ardent supporter of the Boy and Girl Scout movement, his help and council is in continuous demand. When the Americanization movement was inaugurated to hasten foreign-born employes into American citizenship, Mr. Pryde worked quietly but no less sincerely to convince men who, like himself, were born abroad that American citizenship was both a great honor and a deep obligation. Perhaps beyond any other men who became a living part of the coal property during its transformation stages, this kindly, conscientious man will live longest in the history of The Union Pacific Coal Company.

I. N. BAYLESS

Mr. I. N. Bayless was born in the Southern Illinois coal area, entering the mines as a lad of sixteen. For the next four years he spent most of his waking time underground, but in the two years following he dropped his work to study business administration and to add to his general education. He also took a home course in mining with the International Correspondence Schools of Scranton, Pennsylvania, and a second course from the University of Illinois. Upon his return to the mines, Mr. Bayless rapidly made up for his two years of absence, advancing from boss driver to Mine Foreman and thence to Mine Superintendent. At the Kathleen Mine of the Union Colliery Company, at Dowell, Illinois, he served for eight years as Mine Foreman, Superintendent, and General Superintendent, following this with work in West Virginia, Kentucky, and other southern Illinois mines. During the

World War he joined the 309th Engineers, stationed at Camp Taylor, Louisville, Kentucky. From southern Illinois he moved to Castle Gate, Utah, as General Superintendent of The Utah Fuel Company, with general supervision over that company's mines in Utah and Colorado. On October 15, 1929, he had his first contact with The Union Pacific Coal Company when he was brought to Rock Springs as Assistant General Manager, and on January 1, 1938, he was advanced to his present position, that of General Manager.

A capable executive with a talent for organization, Mr. Bayless is responsible for much of the success in mining and safety work of the Coal Company. The same energy and resolution that he brought to bear when he gave up a steady job in the Illinois coal fields for that nebulous and uncertain quality called an education, has served him in good stead in his work with the Union Pacific. Since that time he has served as President of the Rocky Mountain Coal Mining Institute, and is a member of the American Institute of Mining and Metallurgical Engineers and of other national mining societies, to which he frequently contributes papers.

Mr. C. E. Swann was born at Guilderland, New York, on December 31, 1873, and was graduated from high school at Scholarie, New York. In 1898, on completing a Civil Engineering course at the Colorado Agricultural College, he was employed in the engineering department of The Woody Mining and Milling Company at Jamestown, Colorado. He joined the engineering staff of The Union Pacific Coal Company six months later, remaining until May, 1907, when he became General Superintendent of The Pikes Peak Fuel Company at Colorado Springs, Colorado. In 1915 he returned to The Union Pacific Coal Company as mining engineer and Assistant Mine Foreman at the Reliance Mines, and the following year he was made Assistant Chief Engineer in the coal company's Engineering Department. Since 1920 he has served as Chief Engineer.

C. E. SWANN

Mr. Harry C. Livingston was born May 18, 1900, in Denver, Colorado, where he attended the Denver public grade and high schools. Graduating from the Colorado School of Mines in 1922, he was employed by the Colorado State Highway Department and the Moffat Tunnel Commission of Colorado for several years, before The Union Pacific Coal Company employed him in 1927 as draftsman and general engineer. In 1937 he was appointed Assistant Chief Engineer, the position he now holds. Mr. Livingston,

while acting as consulting engineer for the Mayor of Rock Springs, contributed heavily to the work of locating and designing the new highway crossings at Rock Springs.

One of the Company's most distinguished Old Timers is Mr. T. S. Taliaferro, Jr., who entered the service of the Railroad Company at Green River in 1883, serving in various capacities previous to his admission to the bar, since which time he has served as attorney for the Railroad Company and its subsidiaries, the Coal, Water and Electric Companies. Mr. Taliaferro not only ranks as one of the foremost members of the western bar, but in addition, maintains extensive interests in the sheep industry, banking and merchandising.

HARRY C. LIVINGSTON

GEORGE A. BROWN

George Albert Brown was born May 13, 1880, in the shadow of the mines in the Skelmersdale district of Lancashire, England. His father was business manager of one of the Lancashire mines, and it was natural that young George should follow this occupation. He started to work in the mines of the Skelmersdale and Wigan districts of Lancashire at fourteen years of age, soon working up to the position of rope splicer and haulage boss.

He followed this occupation in England until 1905, when he left his native country to come to America, arriving in Hanna, Wyoming, in August of that year. Soon after his arrival, he was employed in Hanna No. One Mine as miner and tracklayer, and as shot firer and fire boss.

He was then transferred to Superior "C" Mine as Mine Foreman in August, 1913, and to "E" Mine as General Foreman in March, 1917. He was next transferred to Cumberland January 1, 1918, as Mine Foreman at No. Two Mine, and in December, 1918, Mr. Brown was appointed Mine Superintendent in charge of the Cumberland properties. In July, 1926, he

was returned to Superior as Mine Superintendent in charge of the Superior properties, a position which he still occupies. He has a total service with The Union Pacific Coal Company of nearly 35 years.

The Cumberland mines represented a very difficult operation on account of the heavy sand-rock roof, and a fireclay bottom, which resulted in many troublesome problems in operation, but Mr. Brown, with his men, did an excellent job. During his incumbency as Superintendent at Superior, he has been in charge of the development of the new D. O. Clark Mine, which is now under production. This operation, when fully developed, will be an outstanding one, the development of which has required close supervision by Mr. Brown and his staff.

Mr. Brown has shown excellent Safety records in the properties under his supervision, the Superior mines having won the "Sentinels of Safety" trophy for conspicuous Safety work four times. It was won by "B" Mine in 1933, by "C" Mine in 1934, by "D" Mine in 1937, and again by "B" Mine in 1938.

Mr. Brown's hobbies are music and athletics. He organized the Cumberland band, which was one of the outstanding bands in the West until the closing of the Cumberland district in 1930. At that time many of the Cumberland forces were transferred to Superior, and it was natural that they should join the Superior band. At the basketball contests in Southern Wyoming, Mr. Brown can always be found well up in front, cheering on the Superior team. He is married and has two children. The eldest, George A., Jr., is a student at Kemper Military School, and the younger, Gerald Francis, lives with his parents at Superior, attending the local schools.

Otto Guy Sharrer, a descendant of Bavarian immigrants who came to America in 1725, was born October 5, 1885, in the original log house formerly used as a combination fort and trading post at Putneyville, Armstrong County, Pennsylvania, and, like many young men, he took Horace Greeley's advice and came west.

O. G. SHARRER

His father was engaged in mining, being General Foreman of a number of small mines in the Pittsburgh district, and Otto received his education in the several small schools in the mining villages in Pennsylvania where his parents resided from time to time. At an early age he entered the mines, and was employed in general mine work, and in summer vacations while attending school he also found employment in the mines. After graduating from high school, he spent some time in a military academy and next attended Ohio Northern University.

With his college days behind him, in 1905 he went to West Virginia, where he was employed by a coal mining company in the engineering department, and receiving the princely salary of $45 per month, he did not amass much of this world's goods, but gained much valuable experience and likewise suffered some hard knocks. Subsequent work in a railroad construction camp gave him valuable experience in concrete, railroad yards location, etc. Then came engineering work with the Dering Coal Company at Clinton, Indiana, under the late John A. Garcia, which provided valuable underground experience, until in 1908, a job as Assistant Chief Engineer with the Indiana Southern Coal Company presented itself.

On the death of his father late in 1908, Mr. Sharrer decided to come West. Thereafter he found various tasks in the Rocky Mountain states, culminating in a position as engineer with The Union Pacific Coal Company under Frank A. Manley, at Rock Springs. After a few months, he was transferred to Hanna as Resident Engineer, and in August, 1911, he was made Mine Foreman of Hanna No. 4 Mine. From March, 1913, to December, 1914, he was Mine Foreman of Superior "E" Mine. He was out of the Coal Company's service from 1914 to July, 1924, during which time he worked in various Wyoming mines, including the Cambria Fuel Company. In July, 1924, he returned to The Union Pacific Coal Company as Mining Engineer at Rock Springs, and was transferred to Superior as Assistant Superintendent in September, 1926. In September, 1929, he was appointed Mine Superintendent in charge of the properties at Hanna, which position he holds at the present time.

With a 35-foot coal seam, a heavy pitch, and frequent mine fires caused by spontaneous combustion, as well as the presence of methane gas, the operations at Hanna are difficult, but, with the experience gained in various parts of the country, Mr. Sharrer has been most successful in the operation of the Hanna properties. Mr. Sharrer is married and has one son, Jack, who is a student at the Michigan School of Mines. He gives much of his time to community work, is Mayor of Hanna, a member of the Hanna School Board, and of the Hospital Commission.

FRANK V. HICKS

Frank Vyvian Hicks was born November 22, 1889, in Edwardsburgh, Cass County, Michigan. He graduated from the Edwardsburgh High School, and later attended the Ferris Institute at Big Rapids, Michigan, and the Michigan College of Mines and Technology, at Houghton, Michigan, from which institution he received the degrees of Bachelor of Science and Engineer of Mines. Following his graduation from college, he practiced his profession of mining engineer in Alaska; in the copper mines

of the Calumet and Hecla Mining Company, Calumet, Michigan; and the Shattuck-Denn Mining Company, Bisbee, Arizona. Mr. Hicks served with the United States Field Artillery in 1918, and next engaged in engineering work in Pierce County, Washington.

Mr. Hicks' first employment with Union Pacific interests was as Mining Engineer with the Washington Union Coal Company at Tono, Washington, from September, 1919, to June, 1924. During the summer of 1924, he was employed by the City of Jackson, Michigan, on engineering work in connection with the installation of a water plant, returning to the Engineering Department of The Union Pacific Coal Company at Rock Springs, in December, 1924.

During the period when this Company was inaugurating its mechanical-loading program, Mr. Hicks served as Supervisor of Mechanical Loading, from 1926 to 1929. From September, 1929, to September, 1935, he was Foreman and Assistant Superintendent at the Superior mines, and, since the latter date, has been Mine Superintendent in charge of the Winton properties, where he has made an excellent record. Mr. Hicks is married and has three children; one daughter, Mrs. J. N. Purvis, lives in Glendale, California; and two sons, Sherman, a student at St. John's Military School, Salina, Kansas; and Mark, who lives with his parents at Winton.

V. O. MURRAY

Vernon Otis Murray has had an interesting and varied career. He was born at Kenton, Oklahoma, September 14, 1896, and spent his boyhood there. When he was twelve years of age, his parents moved to Trinidad, Colorado, where young Vernon attended the grade and high schools. Upon his graduation from high school, he entered the University of Missouri, and there spent two and one-half years studying mining engineering. During his high school years, and in the summer vacations while at the University, he worked in the mines of the Colorado Fuel and Iron Company, obtaining money to assist in defraying the expenses of his education. His father was engaged in the ranching business in Colorado, where his mother still resides.

After leaving the University, he entered the employ of the Colorado Fuel and Iron Company in the Trinidad, Colorado, mines, working there at general mining work until 1918, when he entered the service of the United States Government during the World War. He enlisted in the Coast Artil-

lery and was stationed at Fort Worth and Galveston, Texas, until the close of hostilities, when he returned to his home in Trinidad to again work for the Colorado Fuel and Iron Company, continuing there until 1924.

The next four years were spent as First Aid Miner and Foreman Miner, on the United States Bureau of Mines cars, teaching First Aid and Mine Safety work to mine workers in the states of Wyoming, Colorado, New Mexico, Texas, and parts of South Dakota. For the next two years Mr. Murray was employed by the Mine Safety Appliances Company, with headquarters in Salt Lake City, Utah.

On February 15, 1930, he entered the employ of The Union Pacific Coal Company as Safety Engineer, and was employed in that position until 1937, when he was assigned to duties as Mine Superintendent in charge of the Rock Springs Mines No. Four and No. Eight, which position he still holds. When Mr. Murray was employed as Safety Engineer, he rendered outstanding painstaking service, building up a splendid Safety record. He has been equally successful as Mine Superintendent at Rock Springs. These mines cover an extensive area, and because of a steep pitch and heavy cover, they present problems which tax the ingenuity of the Mine Superintendent and his staff.

DAVID V. BELL

Who served for years as Superintendent of the Water Companies.

Mr. James Law came to the United States with his parents at the age of four years from Longvigg, Lanarkshire, Scotland, where he was born May 1, 1889. Mr. Law has continued to reside in this country since that time. At an early age he started mining with his father, working in several of the coal mining districts of Pennsylvania. Starting out on his own when 18 years of age, he was employed by the Pittsburgh & Lake Erie Railroad. Moving to Harrisburg, in southern Illinois, he worked for the Saline County Coal Company. In May, 1915, he moved to Bicknell, Indiana, residing there until 1916 and was employed by the American Coal Company. Subsequently he returned to Pennsylvania, where he was employed in the steel mills, and in 1917 returned to Harrisburg, Illinois, where he resumed mining work as Night Foreman, Assistant Mine Foreman, and Mine Foreman, for the Harrisburg Coal Company.

In February, 1930, Mr. Law came to Superior, Wyoming, entering the employ of The Union Pacific Coal Company. He served as Mine Foreman at Superior "C", "D", and "E" Mines, and at No. 8 Mine, Rock Springs, being transferred from the latter position to Reliance as Mine

Superintendent of the Reliance properties on March 1, 1939, which position he now holds. Mr. Law has always been active in First Aid and community work. He is married, and has two sons, Clifford, working in No. 7 Mine, Reliance, and Hale, a student at the University of Wyoming.

JAMES A. LAW

GUY L. STEVENSON

MORGAN F. ROBERTS

DAVID T. FADDIS

Mr. Guy L. Stevenson first entered the employ of The Union Pacific Coal Company at Rock Springs as electrician and power plant operator

in June, 1903. A native of William Allen White's town, Emporia, Kansas, where he was born on January 5, 1882, Mr. Stevenson served his apprenticeship as electrician with the Western Electric Machinery Company at Los Angeles, California, before coming to the middle west. He left the employ of The Union Pacific in January, 1911, but returned three years

R. R. KNILL

M. J. GRILLOS

later, since which time he has been continuously employed by the coal company, and on January 1, 1937, was appointed General Chief Electrician, the position he now occupies.

Mr. Morgan F. Roberts was born in Miners Mills, Pennsylvania, near Wilkesbarre, May 11, 1893. He arrived in Rock Springs when he was but five years old, following his father's arrival a year before. Mr. Roberts' father served for many years as hoisting engineer at No. Ten Mine. Morgan's first job was that of breaking lumps for the box-car loader; this was in 1905 when he was but twelve years of age. Returning to school the boy in 1909 returned to the service of the company and was transferred to the boiler room at Rock Springs in 1912. A year later he was advanced to the position of operator, and in 1920 was appointed Chief Operator. He has been continuously in service at the Rock Springs power plant since 1912, during which time the electric generator capacity of the plant has grown from 1,300 to 12,000 kilowatts. Mr. Roberts is a leader in community, fraternal and welfare work, and is a sturdy supporter of the Boy and Girl Scout movement, Community Council No. Four, and his church.

Mr. David T. Faddis was born in Grass Creek, Utah, September 7, 1882, attending grade school there and at Almy, Wyoming, and Coalville, Utah. He started to work for The Union Pacific Coal Company on April

1, 1901, as an apprentice machinist at Cumberland, Wyoming, and was transferred to the Oregon Short Line Railroad shops at Pocatello, Idaho, for a brief time, returning to Cumberland, and to Rock Springs in May, 1918. He served as foreman of the boiler plant at Rock Springs until 1926, when he became Master Mechanic at Superior, Wyoming. In July, 1938, he was appointed General Master Mechanic of The Union Pacific Coal Company, with headquarters at Rock Springs. Mr. Faddis is married and has a family of five girls and one boy, the boy, Harry, being employed by the Coal Company at Reliance.

Mr. R. R. Knill, born on August 6, 1900, in Lafayette, Colorado, is a graduate of the Colorado School of Mines. His first job after he received his diploma was that of chemist for the American Smelting and Refining Company at Omaha, Nebraska, and later that of draftsman for The Colorado Fuel & Iron Company at Pueblo, Colorado. In September, 1924, he obtained a place in the Engineering Department of The Union Pacific Coal Company at Rock Springs. Since that time he has held several positions in connection with mechanical loading, ventilation and safety work. On May 1, 1937, he was appointed Safety Engineer for the company, with headquarters at Rock Springs. The present enviable safety record of the company is in a large measure due to the splendid work done by Mr. Knill, built on a foundation laid down by Messrs. A. W. Dickinson, J. A. Smith, and Vernon O. Murray.

F. A. HUNTER

FRANK TALLMIRE

Mr. Manuel J. Grillos was born January 24, 1910, in Alikombo, on the island of Crete, Greece, and immigrated to the United States with his parents in April, 1916, settling in Hanna, Wyoming. The family moved to Winton in 1920, and "Mike" attended the Rock Springs High School from 1924 to 1928. The Union Pacific Coal Company having inaugurated

a mining engineering scholarship for young men interested in mining engineering, Mr. Grillos was successful in winning the first of these scholarships. Accordingly he was sent to the Missouri School of Mines, from which he was graduated in 1932. Since then, with the exception of a short period he spent working for the Government at the Casper-Alcova reclamation project, he has been continuously employed by the Coal Company in various positions in and around the mines. He was Assistant Engineer at Superior for two years before his appointment on May 1, 1937, to his present position of Assistant Safety Engineer.

Mr. F. A. Hunter was born at Carbon, Wyoming, July 8, 1887, and came to Rock Springs at the age of five years with his parents. He was employed by The Union Pacific Coal Company on August 1, 1918, in the Supply Department at Rock Springs, later serving as mine clerk at Reliance from 1921 to 1925, when he was transferred back to the Rock Springs Supply Department. In 1933 Mr. Hunter was appointed Purchasing Agent for the company, the position he now holds.

JOHN D. FOSTER

E. R. JEFFERIS

Mr. Frank Tallmire was born April 21, 1876, in eastern Ontario, Canada. There he received his education, attending rural grade schools and the Iroquois, Ontario, high school, finishing his studies with the Teachers Training Course at Morrisburg, in 1895. Mr. Tallmire's association with The Union Pacific Railroad began on September 1, 1899, when he obtained work as an accountant. On April 26, 1909, he was appointed Chief Clerk to the Auditor of The Union Pacific Coal Company at Cheyenne, Wyoming, and, since April 14, 1919, he has been Auditor of the company at Cheyenne and Rock Springs. An exceedingly capable accounting official, Mr. Tallmire is familiar with all of the company's operations and is frequently called upon for advice by the management.

Mr. John D. Foster was born April 23, 1890, in Rock Springs. His schooling was interrupted when his father's business took him to Uniontown, Pennsylvania, however the boy was later enrolled in the school there. He also studied a course in accounting with the International Correspondence Schools. For a number of years Mr. Foster was employed in the Post Office at Rock Springs, but it was not until August 13, 1923, that

K. E. DARLING

J. R. DEWAR

he became a part of the personnel of The Union Pacific Coal Company, in the capacity of Chief Clerk to the Assistant Treasurer. He was appointed to his present position of Assistant Treasurer on February 1, 1933.

Mr. Edmund R. Jefferis was born in Council Bluffs, Iowa, on September 18, 1890, and moved to St. Joseph, Missouri, when he was two years old. Graduating from the high school in Rockport, Missouri, in 1906, he started his business career in St. Joseph, Missouri, as office boy for the John S. Brittian Dry Goods Company. Restless and enterprising, he did not at once find the job he wanted, and for the next few years he worked for various wholesale firms as order clerk, house salesman, and traveling salesman, coming to The Union Pacific Coal Company in November, 1923, as Manager of Stores. Mr. Jefferis has been extremely successful in the operations of the Store Department, keeping in step with the best modern store practice.

Mr. K. E. Darling, General Manager of the Southern Wyoming Utilities Company, was born in Astoria, Illinois, on August 25, 1897, the son of George and Katherine Darling, early residents of Wyoming. His father had come to the state in 1883. The boy attended grade and

high school in Rock Springs and took a Columbia University extension course in accounting. When he was sixteen years old he became a blacksmith's helper for the Union Pacific Railroad Company and, following this, held several other positions with the Railroad. During the World War he served in a Railroad Regiment. Upon leaving the Army, he worked for a time for the Southern Pacific Railroad in the office of the Auditor at San Francisco, California, returning to Wyoming in 1928 to accept the position of accountant in the office of the Auditor of The Union Pacific Coal Company. Two years later Mr. Darling was transferred to the Green River Water Works Company as Chief Clerk, and was appointed Superintendent of the Green River Water Works Company and the Union Pacific Water Company upon the retirement of Mr. D. V. Bell, February 1, 1933. The Green River Water Works Company and the Southern Wyoming Electric Company were later consolidated as the Southern Wyoming Utilities Company, and on January 1, 1937, Mr. Darling was appointed General Manager of the consolidated company.

Mr. James R. Dewar was born in London, Ontario, Canada, on January 30, 1867. He entered railroad service at the age of seventeen, starting as clerk and stenographer for the Superintendent of the Grand Trunk Railway of London, Ontario, later working for the Burlington Railroad at Omaha before he accepted employment with Union Pacific interests. He worked in various capacities with the Union Pacific Railroad, and also as a coal salesman for The Union Pacific Coal Company, as well as acting as Secretary of various companies, including several railroad organizations. In June, 1917, he was taken into the Vice President's office of The Union Pacific Coal Company as Chief Clerk in Omaha, coming to Rock Springs on April 1, 1919, when the offices were moved from Omaha. That position he still holds.

Mr. E. T. Baldridge was born on a farm in Grand Prairie, Illinois, on December 18, 1886, attending school in the neighboring town of Centralia. Coming west in 1905 for the benefit of his health, he located in Canon City, Colorado, where he was later employed as bookkeeper. He graduated in 1908 from Dodds Business College with all honors. On June 10, 1915, he entered the service of The Union Pacific Coal Company's Accounting Department at Cheyenne, and was steadily advanced to his present position of Chief Clerk to the Auditor. This appointment was made on March 1, 1924.

CHAPTER XXII.

For Distinguished Service

Tells of the Old Timers' Association and the men who make up its membership and those who have served as officers of the Association; how the annual reunion is held in a splendid auditorium built expressly for the Company's veteran employes. How certain old timers, shortly before death overtook them, asked that their burial service be conducted in "their building," and tells of the store that the Forty-year members put on the gold button given to them as they graduate into the Honor Class, the personal gift of the President of the Company, who once said he had established a custom that his successors "dare not do other than carry out." Tells of the engineering scholarship instituted in 1928, whereby the son of an employe or deceased employe's widow is sent to a leading engineering school for four years, and thereafter taken into the Company, with a further word on the "Employes' Magazine," published monthly, and distributed gratuitously to all employes since its inception January 1, 1924.

"YOUR organization is a wonderful one," Mr. Leslie A. Miller, Governor of Wyoming, told members of The Union Pacific Coal Company Old Timers' Association in 1933. "It adds dignity and color to life itself." A year later Mr. T. S. Hogan, former State Senator and Secretary of State for Montana, added his praise in these words: "I can say, without being charged with any attempt at flattery, that the Old Timers' Association, The Union Pacific Coal Company, and especially and personally Mr. Eugene McAuliffe, are entitled to the thanks not only of this community but of this State and this Nation for having established a system of genuine, hearty and unaffected cooperation between employes and management in the conduct of business. . . . . If we could have in all mining districts the same mutual respect and confidence between management and employes which exists in this area, there would be little industrial strife in the coal-mining districts of the United States, and, incidentally, I would lose my job as Chairman of the Mine Labor Board."

President Eugene McAuliffe himself admitted about this time that he believed the fine influence of the Old Timers' Association and the spirit it engendered was responsible more than any other factor for the many improvements that had been brought about within the Union Pacific mines and the communities in which the miners lived. "I have persistently appealed to the older men who make up the membership of the Old Timers' Association to guide and direct the younger men," Mr. McAuliffe asserted, "not only in matters pertaining to their personal safety, but in the various activities that make for better citizenship. This has been done without stint."

To Mr. McAuliffe must go the credit for creating the Old Timers' Association. Long a favorite dream of his, the Association was intended as a shrine for the traditions of the men who had grown old in the service of the Coal Company, the men who had given their youth and strength to the mines. It was designed as an exclusive order, membership in which would confer distinction through recognition of the steadfast qualities common to loyal workmen. From the first, Mr. McAuliffe made it plain that this was an organization wholly belonging to the miners themselves, and that the coal company had no motive in urging its establishment other than a desire to find a closer relationship and a better understanding of mutual problems. Whatever the miners' doubts or distrust of the association that first year, they melted away in the initial meeting of the Old Timers' Association on June 13, 1925. Thereafter they took Mr. McAuliffe at his word and adopted the association as their own. Mr. McAuliffe has appeared regularly on their annual programs from the beginning, introducing their guest speakers and making an address himself, but always insisting that he too was a guest, frequently reminding them that his continuous service with The Union Pacific Coal Company did not add up to twenty years, the minimum period required for membership in the Old

A group posed in honor of Mr. James Moon, first President, Old Timers' Association, 1925. Left to right: Eugene McAuliffe, President, Mr. James Moon, William Moon, Jr., George B. Pryde, Vice President, William Moon, Sr., A. W. Dickinson, General Superintendent. In the foreground is Albert Ackers, great grandson of Mr. James Moon.

Timers. The Old Timers did not dispute his word, but they knew better just the same. Not a member? Why Mr. McAuliffe was the association's god-father! Without his initiative there would have been no Old Timers' Association at all. There would have been no handsome, brick Old Timers' Building, no yearly meetings where these men and women who came to the country when it was new and untried could relive the days of long ago and find again the friendships of their youth.

JOHN MCTEE, SR.

At the first organization meeting of the Old Timers, held on June 13, 1925, the names of two hundred and sixty-nine men who had served the company and its predecessors for periods ranging from twenty to fifty years were placed on the registration roll. Each man wore a badge pinned to his lapel, bearing the name of the mining field in which he had first worked, and many there were that bore the names of camps that had passed out of existence years ago, and which had passed over into the limbo of "ghost towns." James Moon, whose service had extended over a period of half a century, was elected the first president of the association — other officers were Robert Cardwell, vice president; Charles P. Wassung, secretary-treasurer; and Thomas Cook, John Doak, James Besso, George F. Wilde, Charles Morgan, Joseph Miller, Sr., and John McTee, Sr., members of the board of directors. In his speech of acceptance during the banquet Mr. Moon struck the keynote of the organization's celebration, a keynote that has held true with every succeeding celebration, when he said:

> "The greatest joy that has come to me has been the meeting with my old friends, many of whom I had not seen for thirty years."

Later Mr. McAuliffe was to express the same sentiment, when he told the men,

> "I know that it is 'Jim' or 'Sam' or 'Bill' whom you worked with and lived with in the years that are gone, that is the magnet that pulls your heart strings, and I hope it will always be so."

The association has made great strides each year, not only in increased membership, but also in increased significance to its members. The coal company in 1929 built the finest auditorium in western Wyoming for the Association's annual meetings in Rock Springs, and the building has come to mean so much to the Old Timers that a number of them asked to have their burial services conducted in "their building." The association itself has become inextricably bound up in the sentiments of the men who

are its members, and when Mr. Andrew Tarris, an "Old Timer," died on May 27, 1938, a short time before the reunion where he was to receive a gold button for forty years' continuous service, his family asked that the button be given them to be buried with him. In the following poem the late Judge D. G. Thomas, poet laureate of the association, captured something of the feeling that lodges in the throats of the Old Timers and chokes them with remembered happiness when they meet old friends at their annual reunion, and march shoulder to shoulder with long-separated buddies down the streets of Rock Springs:

FOR THE SAKE OF OLD LANG SYNE

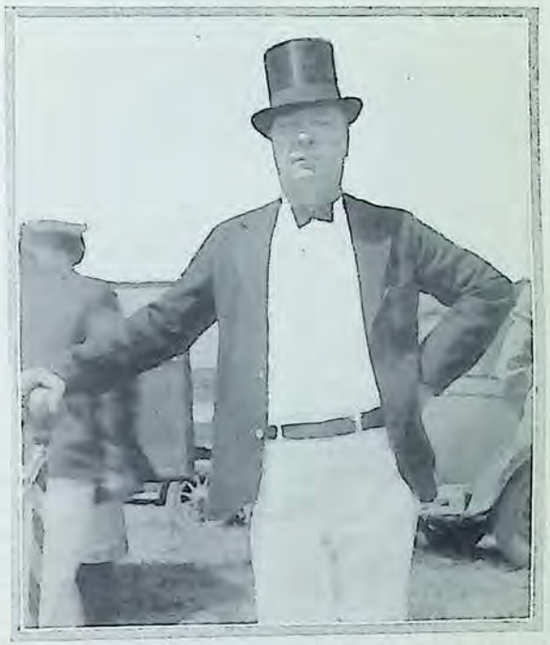
The sun played with the buds of May
Until they opened wide,
Then left them nodding all the way
Along the country side,
That June — the sweetest month of all —
Her breath like mellow wine,
Should greet you in the festive hall,
For the sake of Old Lang Syne.

So come, Old Timer, lock the door
And hide away the key;
Be ready for the bounteous store
At this, your jubilee;
Here happiness is waiting you,
Here you can dance and dine,
And friendships of the past renew
For the sake of Old Lang Syne.

Again the merry drums will roll,
The bands will shout with glee;
The melodies that lift the soul
Will strengthen you and me;
And smiles will grace the furrowed brow,
And tears of gladness shine;
So come along — the time is now —
For the sake of Old Lang Syne.

"It isn't all of life to live,
Nor all of death to die."
Something within us we must give
Before we say "Goodbye;"
And when we go away from here —
Our earthly cares resign —
May Heaven give us of its cheer
For the sake of Old Lang Syne.

Mr. James Moon, the Old Timers' first President, raised a standard of dignity and graciousness for succeeding presidents to follow. Born at Bath, Somersetshire, England, on January 17, 1852, Mr. Moon came to America and entered the employ of the Union Pacific Railroad Coal Department as a miner at Almy, Wyoming, in September, 1874, just six years after coal was first mined in this part of the country. He worked in Almy until 1899, and moved to Spring Valley on the opening of the mine there, leaving Spring Valley to go to Rock Springs in 1904. Mr. Moon was retired from active service with a pension on the first of May, 1927, at the age of seventy-five years, on the completion of fifty-three years of serving Union Pacific interests. Following his retirement, he continued to take a keen interest in all the affairs of The Union Pacific Coal Company, and to be present at all of the meetings of the Old Timers' Association. He walked in the parade the year prior to his death, which occurred December 29, 1934, at which time he had been on the pay rolls of the company continuously for sixty years. Mr. Moon was married and reared a family of six sons and six daughters. Before his retirement, there were three generations of his family in the employ of the coal company.



Thomas H. Butler all set to lead the Old Timers' Parade.

The second President of the Old Timers' Association, Mr. Thomas M. LeMarr, was born on September 10, 1861, at Pierce City, Missouri, coming to the coal company on October 1, 1880, as a tippleman at No. One Mine, Rock Springs. He also served in the local yards at Rock Springs as a switchman on the Union Pacific Railroad, which place he held for seven years. Since that time he has been employed by The Union Pacific Coal Company. Mr. LeMarr has been very prominent in the activities of the Old Timers' Association, attending all of its meetings, and he also has held many responsible positions in fraternal organizations, especially

in the Odd Fellows. He was pensioned on New Year's Day, 1927, and still lives in Rock Springs. Mr. LeMarr has spent a long and useful life, and continues to find deep pleasure in his retirement.

Mr. Joseph Iredale, the third President of the Old Timers, was born at Merryport, Cumberland County, England, on August 3, 1860. At the age of ten he arrived in America, the family making its first home in Ohio. In 1878 the Iredales moved to Carbon, Wyoming, the eighteen year old youth finding work as a hoisting engineer. Like all the men who lived in Carbon in the early days, he is very proud of the fact. Some time later he came to Rock Springs, where he was again engaged as hoisting engineer for many years at No. Eight Mine. Mr. Iredale served in the second State Legislature, representing Sweetwater County, introducing the bill which resulted in the building of the first Wyoming General Hospital at Rock Springs. Elected three times to the Legislature, and later to the Senate, of which he was Vice President, Mr. Iredale has had considerable political experience. Prior to his retirement, Mr. Iredale was engaged as automobile engineer, and he was one of the early builders of automobiles, having constructed a steam-driven automobile about 1908. At present he is living with his son-in-law and his daughter, Mr. and Mrs. Fred A. Carleson, in Salt Lake City, Utah, but he returns each year to the Old Timers' Reunion in Rock Springs.

Miss Mary Miller, First Lady Member, Old Timers' Organization.

In 1928 Mr. Robert Cardwell was chosen President by the Old Timers. Mr. Cardwell was born in England on July 20, 1860, coming to the United States with his parents at the age of eight years. The family settled in Pennsylvania for a short time, and then moved on to Ohio, where Mr. Cardwell began work as a miner. In 1878 Mr. Cardwell and his parents moved to Carbon, where he was employed underground. He also worked for a time for the Union Pacific Railroad on the Hanna and Medicine Bow run, when Hanna was on a branch line. He was married in 1888, and had two sons, both of whom entered the ranching business with him. In 1920 Mr. Cardwell returned to Hanna to re-enter the employ of the coal company as house inspector, from which position he retired in July, 1930. A year later, on September 1, he died while living on his ranch. "Uncle Bob," as he was known to his friends, was a splendid citizen and took an active interest throughout his life in civic matters.

In 1929 Mr. Robert Muir, formerly General Master Mechanic at Rock Springs, was unanimously chosen by the Old Timers to succeed Mr. Cardwell. Mr. Muir was followed in 1930 by Mr. Chris Johnson, who

Left to right: James Morgan, W. D. "Billy" Ryan, and John P. White. Three much loved members of the U. M. W. of A. who thrilled to the Old Timers' Association Reunions. Mr. White, former President of the U. M. W. A., died September 21, 1934.

is remembered as a Master Mechanic at Cumberland, Wyoming. A brief sketch of Mr. Muir's life may be found in an earlier chapter in this history.

Mr. Joseph McTee, Sr., was elected in 1931 to preside over the affairs of the Old Timers' Association. Born at Dalry, Ayrshire, Scotland, on March 27, 1875, he later came to Illinois with his parents, and in the late eighties, moved to Rock Springs. He was fifteen years old when he began his service with The Union Pacific Coal Company, being taken into No. Seven Mine, Rock Springs, with his father. Mr. McTee worked at various mines at Rock Springs for a period of forty-one years, and was retired from active service with a pension on account of ill health, on November 1, 1931. His death occurred December 11, 1934. Prominent in community work and in the affairs of the United Mine Workers of America, where he held many responsible positions, he made himself felt as a real force in the town.

Mr. McTee was succeeded as President of the association in 1932 by Mr. J. Stanley Preece, of Rock Springs. Mr. Preece, a native of England, came to Wyoming in 1908, working in Rock Springs No. One Mine. He died on September 7, 1935, at the age of forty-one. In 1933 Mr. D. V. Bell of Rock Springs succeeded Mr. Preece, and the following year Mr. William McIntosh of Superior succeeded Mr. Bell. Mr. McIntosh, born in Westfield, Scotland, on December 8, 1880, became a citizen of the United States when his father took out his naturalization papers. He was deeply interested in First Aid and Mine Rescue work and held certificates as mine foreman, gas watchman and shot firer. His untimely death came on February 9, 1936.

The Old Timers' Association President in 1935 was Mr. Frank L. McCarty, formerly Mine Superintendent in Rock Springs, who now lives

in Ogden, Utah. His successor was Mr. Charles Gregory. Mr. Gregory was born in Washingtonville, Ohio, on May 14, 1882, and first entered the employ of The Union Pacific Coal Company in March, 1894. From that date forth he continued to work for the company, except for two brief intervals, the first when he was with the Central Coal & Coke Company for six months, and the second, which lasted two years, when he was on the pay roll of the Megeath Coal Company.

Harry A. Wylam, the twelfth President of the Old Timers' Association, first entered the service at Tono in 1911. Prior to his last position as outside engineer at "C" Mine, Superior, he was for four years postmaster at Superior. Mr. Wylam passed away on March 13, 1940, after a brief illness. The thirteenth President of the Old Timers, succeeding Mr. Wylam, was Mr. O. C. Buehler, who was born in Schuyler, Nebraska, September 14, 1878. In 1896 he became a pumper in No. One Mine, Hanna, and since that time he has been employed continuously by the coal company, his last position being that of hoisting engineer at Hanna No. Four Mine.

Motorman Charles Smith, whose locomotive is now an Honorary Member of the Old Timers' Association.

The President of the Old Timers' Association for 1939 was Mr. Obie Powell, of Superior. Mr. Powell was born in Carbon, Wyoming, August 11, 1895, the son of Rachel and William R. Powell, both of whom are deceased. He moved to Rock Springs with his parents in 1900, and attended school there, at Spring Valley, and Superior, entering the service of the company as snubber in Superior "C" Mine in 1910. He has worked continuously since that time with the exception of one year, June, 1918, to June, 1919, spent in the United States Army, ten months of which was in France. Mr. Powell has worked at various occupations, including boss driver, in Superior "C" Mine, old "E" Shaft, "A" Mine, Superior Store, "B" Mine, and one year in the Rock Springs mines. At the present time he is lamp house attendant at "C" Mine, a position which he has held since March, 1929. Mr. Powell was married to Caroline Conzatti in October, 1917. They have had three children, Catherine, Kenneth and Donald. The first two are deceased, while Donald, 14 years of age, is a student in the Superior High School. Mr. Powell has been a member of the Old Timers' Association since 1930.

CHARLES GREGORY
Unit Foreman at Rock Springs

There are two other Old Timers especially worthy of mention here, Messrs. Peter Boam, Sr., and Patrick Russell. While they have held no official position in the Association, their service records are outstanding, as is their warm interest in the Coal Company and in the annual Old Timers' Reunions. Mr. Boam started work for the Union Pacific Railroad Company Coal Department at Almy in 1877, the same year that he first arrived in the United States, coming from Somercoates, Derbyshire, England. He worked in turn in Scofield, Spring Valley, and Cumberland, and he was employed at the last-named town at the time of his retirement, May 1, 1926. Mr. Boam lives with his wife in Ogden, Utah. The second remarkable Old Timer, Mr. Patrick Russell, is a true son of Ireland, having been born at Gilkee,

ANOTHER OLD-TIME GROUP

Left to right: Frank Hamlin, Material Clerk; "Kid" Gunnell, a foot-racer; Mr. Gunnell, brother; Gus Paulson, prospector, in doorway (with beard); Tom Whitmore, Foreman in 1881 and Superintendent, 1886-7; S. B. Chase, Master Mechanic, 1880 to 1886; D. A. Clark, brother of D. O. Clark; Jesse James, Blacksmith.

County Clare. He entered Union Pacific Railroad service at Armstrong, Kansas, in 1878, and in 1883 became an employe of the Coal Department at Como, Colorado. He worked for the Coal Company at a number of its towns, and was engaged as hoisting engineer at No. Two Mine, Hanna, at the time of his retirement on August 1, 1926. Mr. Russell passed away in Denver, Colorado, December 5, 1939.

There are many other Union Pacific Coal Company Old Timers, both living and dead, who have rendered honest and loyal service to the company. In an industry where the transient workman is the rule rather than the exception, where, more than in any other field, labor is migratory, restless, and independent, The Union Pacific Coal Company record occupies a place by itself. The same names are shown in the pay rolls year after year, bearing evidence of a long period of continuous service on the part of these men. More than that, the names of sons and grandsons appear beside those of the older men, and continue to appear after the

Thomas Hall, Assistant Band Leader at Reliance.

James Sartoris, Leader of the Rock Springs, Reliance, Winton and Superior Bands.

older men have passed away. Like the famous boat builders of England, who handed their trade secrets and their occupation proudly down from generation to generation, the miners of Southern Wyoming make their work for The Union Pacific Coal Company an honored family tradition. This attitude of respect and loyalty shown by the company's employes is not a matter of chance. The officials of the company realized long ago that they must meet respect with respect, and loyalty with loyalty, and they shaped their policies accordingly. The Coal Company early instituted

retirement with compensation for the miners who had given not less than twenty years to its service, and who were overtaken by bad health or old age. Since the system was instituted, more than one hundred employes have been retired with pension. Injuries to miners, too, were made the responsibility of the Company, and each year it contributes many thousands of dollars to the Wyoming State Workmen's Compensation Fund. The executives of The Union Pacific Coal Company have been most zealous in insisting that the state officials guard the fund carefully, and make just payments to injured men or to the dependents of men who gave their lives for industry.

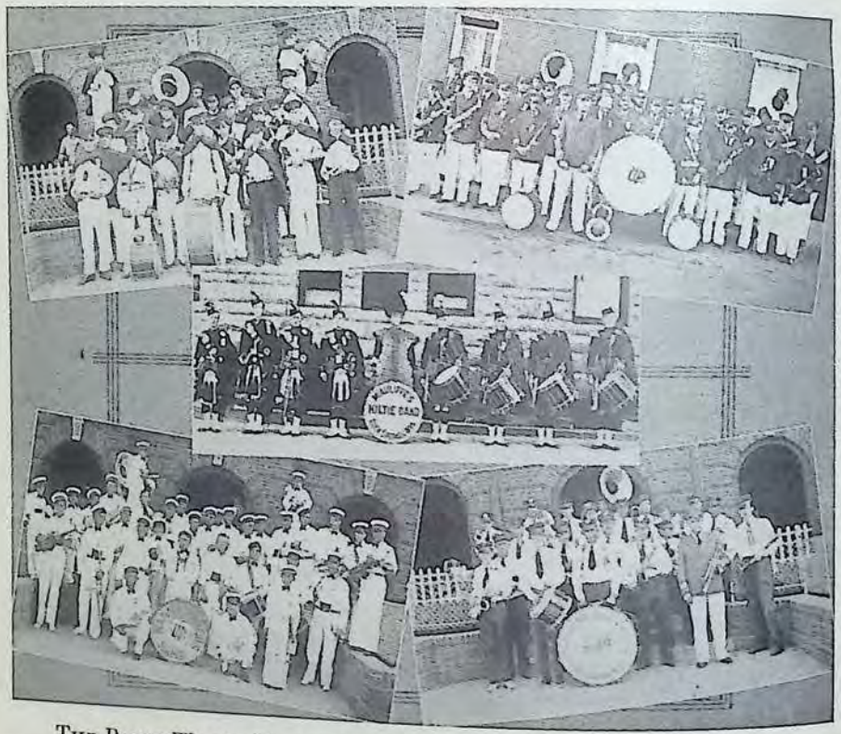
In addition to its contribution to this state fund, the company is by far the heaviest taxpayer in all the communities where it has properties, and, as such, it has contributed the major portion of moneys needed not only for day-to-day expenses for government, but for civic improvements as well. The company has continuously offered the services of its technicians in planning all major public improvements, in order that public money spent would produce the major results. The company built and maintains community halls in its various communities and has encouraged the organization of community councils. It has also outfitted and otherwise supported five brass bands in its various towns, together with the famous McAuliffe Kiltie Band. It awards prizes for every type of commendable community activity — for better gardens, for cleaner yards, for Safety and First Aid work, and for many other civic projects. In 1928 it inaugurated a scholarship for a complete course in mining engineering, to be given to the son or ward of an employe, providing also that upon completion of the course the graduate would be given a position with the Coal Company. Boys winning the scholarships receive six hundred dollars a year during their nine months in college, in addition to their tuition and matriculation fees. Mr. Manuel J. Grillos, now Assistant Safety Engineer, was sent through the Missouri School of Mines at Rolla, Missouri, by means of the scholarship, and others who have received the scholarship are Frank P. Lebar, John E. Willson, and Walfred E. Hensala, all of whom were educated at the Colorado School of Mines at Golden, Colorado.

Eugene Evans, Assistant Band Leader at Superior.

Another splendid contribution to the welfare of The Union Pacific Coal Company's employes is the "Employe's Magazine," which, published monthly, chronicles the highlights of world problems, literature, items of industrial importance, and personal

Isaiah Sherratt, Band Leader at Hanna.

news of local interest. It is a condensed literary authority, household help, and local newspaper all in one, and carries not a word of propaganda. The magazine is sent to each miner without charge. There are other contributions that the Coal Company has made. It has supported the Boy Scout and Girl Scout movements. Indeed, the leader in the organization of Girl Scouts in that area was an early editor of the "Employe's Magazine," Miss Jessie McDiarmid. It has erected community Christmas trees annually, sponsored free entertainments, and caused its five company stores to furnish equipment for baseball, softball, and basketball teams.



THE BANDS WHICH FURNISH MUSIC FOR THE OLD TIMERS' MEETINGS

Upper Left—Superior Band

Upper Right—Rock Springs Band

Center—McAuliffe's Kiltie Band

Lower Left—Hanna Band

Lower Right—Reliance and Winton Band

For all of this effort and expense, the management considers the miners' cheerful response as payment in full. It recognizes its obligation to the loyal men who give the productive years of their lives to its service, and it consistently labors to discharge its part of this obligation, both in its support of community life and in its relations with the men in their work. In 1933, when prices were low and the demand for coal was steadily falling, President McAuliffe presented the annual gathering of Old Timers at Rock Springs with information showing the heavy losses occurring in the operation of several mines. "The facts are, we have yet too many men and too many mines," Mr. McAuliffe told the men. "From the standpoint of a well managed business, we should close either Winton, which employs 231, or Reliance, which employs 170 mine workers, but I could not reconcile myself to turning out a couple of hundred men in order to effect even a substantial saving to the company. It has always been my opinion that the word cooperation means a contribution from both sides." That, in a nutshell, is the policy of The Union Pacific Coal Company — "A contribution from both sides."

Miss Anna Miller who became the Second Lady Member of the Old Timers' Association in 1938.

CHAPTER XXIII.

The Crusading Mayor

Tells the story of a young German immigrant who came with his wife to Rock Springs in his early manhood, who toiled in the mines to save the means necessary to establish a business career, who was elected Mayor of Rock Springs, serving for ten years, during which the city was paved, sewered and drained, his crowning work Bunning Park (he called it City Park), which under the guiding hand of this quiet, kindly soul, was transformed from a cesspool into an area of lush green grass, some forty varieties of trees and a wealth of flowers in season, where the elder people love to come in the summer evenings to sit and think, until the stars come out. Tells of the honors paid the City's beloved "Burgomaster" when the end came, the last rites held in the Old Timers' Association building, and of the beautiful fountain erected in Bunning Park to the memory of the man "whose love of beauty inspired the building of this park in 1926."

MR. Peter Christian Bunning took office as Mayor of Rock Springs on January 1, 1924. Rock Springs was then the largest city in United States without sanitary and storm sewers, paved streets, adequate lighting and water system, and sidewalks. The roads, for streets they were not, were strewn with loose gravel and punctuated with chuck holes at frequent intervals. Here, obviously, was a mining village that had grown beyond its residents' expectations, a town and city that had outstripped all attempts to equip it with the conveniences and facilities that are a modern community's birthright. Mayor Bunning looked the situation over with that fierce but shy blue gaze of his, and then he shut his teeth hard on the inevitable cigar and went to work. The job was to take him ten years to finish.

Mayor Bunning was the sixth child in a family of ten born to Johan and Dorothy Bunning in Gebin, Schleswig-Holstein, Germany. He was born March 14, 1859. His father was a stock raiser. Peter was restless and eager to travel and he set off to see Germany as soon as he was old enough to lay claim to the rudiments of the cooper's trade. In 1880 he entered the army to begin his three years of compulsory military service, and, following an honorable discharge in 1883, he went to Jutland, Denmark, to act as the foreman of a dairy farm. There he met and married the daughter of a Danish public official, Miss Mariane Nelsen, and scarcely a year after their marriage the young couple embarked for the United States, bound for the middlewestern farm country. In Omaha, Nebraska, they stopped for a brief time, and from thence moved on to Rawlins, Wyoming, finally arriving in Rock Springs, where they were to spend the rest of their lives. The young German found work almost immediately as a track laborer for the Union Pacific Railroad, and later became an outside workman for the Coal Company. Following this he worked as a miner in old No. One Mine and continued to work underground until he was appointed Chief of Police of Rock Springs, a position he held for four years under Mayors George H. Goble and William K. Lee. During this period he kept in mind the lessons taught him by his frugal father, and he saved enough money by 1900 to establish a business of his own. He chose contracting because it seemed in that swiftly growing community to offer the most promising opportunities. Capable, honest, and shrewd, he found all the work he could handle, and he prospered, one of his largest contracts that of the building of the old Rock Springs-Green River highway in 1911.

"Chris," however, was not absorbed in the contracting business to the exclusion of other interests. When he saw opportunities to enter other fields, and there were many of these, he did not hesitate to take them. He opened what later became the Megeath Coal Mine at the western edge of the city, and from it delivered coal by wagon to residents of the community. He also developed a large transfer company, headed by his son, John. His enterprising finger was in half a dozen pies and his money was invested in almost all of them. In 1917, however, he began to unload his interests, turned the transfer business over to his son, becoming, however, President of the Rock Springs Fuel Company, with mines at Superior, Wyoming. Mr. Bunning had come to Rock Springs to build a substantial future for his family, and this he had succeeded in doing, but his satisfaction was to be short-lived. His dearly loved wife died on November 21, 1921, just as he had attained success. Something went out of his spirit with her passing; it was a shock from which he never fully recovered. With his wife gone and with nothing but the management of the coal company to keep him busy, he looked about for a new outlet for his restless energy,

Bitter Creek romping through the heart of Rock Springs in April, 1924

finding it in city politics. Peter Bunning was not a man designed for failure of any kind, and when he decided to stand for election for the office of Mayor, he did not fail. On January 1, 1924, a year after his entrance into politics, he took over his new title and his new responsibilities.

First among these responsibilities, he felt, was Bitter Creek. The creek, an open sewer, boiling perilously into flood in the spring, and smelling to heaven during the long dry season, chose to overflow the April after the new Mayor's inauguration. The dugouts that lined its banks in the pioneer days of Rock Springs had persisted, and a number of families had even ventured into the channel itself, building and filling, until every flood inundated dozens of homes. The flood of 1924 was no exception. Simultaneously with the carrying on of rescue work and salvage, Mayor Bunning began a crusade to convert the hazardous and pestilent stream into the beginning of a modern sanitary system. The flood had pressed home an unhappy lesson to the citizens of Rock Springs, and they offered willing cooperation with the mayor. Forty houses were moved to the new Lowell Addition during the following months, but this civic victory was only the first step in the mayor's program. He proposed, he told the citizens, to make far-reaching changes. The City Engineer was directed to make certain surveys. The assistance of the Union Pacific Railroad and The Union Pacific Coal Company engineers was solicited. Plans were drawn up for the following projects:

1. Installation of a complete sanitary sewage system.
2. Diversion of Bitter Creek around the main portion of the city.
3. Filling the old channel of the creek through the city.
4. Extension of the storm sewer system.
5. Extension of the storm ditch, which emptied into the creek at a spot where the creek was to be filled, so that it would empty into the new channel.

So well had "Chris" Bunning sold his people on the idea, that they voted, in two bond issue elections, a total of $425,000 for the work, and the Union Pacific interests offered their support in these improvements. Contracts being awarded, the work was begun in July, 1924. Ellis Hudman, the City Engineer, aided by Union Pacific engineers, had undertaken the preliminary surveys, but it was Mayor Bunning who was to see that the work went through according to schedule. In this matter, his experience as a contractor stood him in good stead. Despite a painful injury sustained in a recent automobile accident, the mayor stood his ground; daily he drove over miles of bumpy, gravel road, acting as combination foreman and superintendent. Once when someone expressed doubts as to his ability to accomplish the task with the funds provided, he answered the challenge by calling in three citizens, the cashiers of three city banks, to audit the accounts, as well as to scrutinize every dollar expended. His arm, crushed at the elbow, refused to heal; he was

having difficulty in adhering to his policy of using local labor wherever it was possible; and the complaints of citizens who were forced to move because of the construction work came almost faster than the harried Mayor could settle them, but he managed to attend to all of his duties and to remain with the project until it was finished. Bitter Creek was filled up and converted into a street, the creek channel was detoured from a point on Rainbow Avenue to a point west of Elk Street, where it again united with the original Bitter Creek channel, and a complete sanitary and flood sewage system was installed. All of the work was completed by the spring of 1926. On July 10th of that year a flood as serious as the one in 1924 came down, but instead of inundating homes, washing away possessions, and driving families to spread their beds on the roof, this time the rushing water was merely a spectacle for the miners to watch. Mayor Bunning's faith was justified.

His next project was of an entirely different nature. As a young immigrant, "Chris" had brought with him to America what has been called an Old World sense of order, permanence and beauty. He came from an ancient city of stately trees and parks, and he missed the parks. His friends smiled when he broached the idea of a park in Rock Springs. A park? Even the sage brush had to struggle to live in that soil! The Mayor's persistence won him the aid of the sympathetic Coal Company, however, and thus encouraged, he chose a park site at a place where the creek once had been. Watching the work being carried forward, the people laughed and called it "Bunning's Folly," but within a short time the "Folly" had become a park of no mean pretensions. Where sage brush had drooped, grass thrived. It was impossible, but it was true. The persistence of the stocky little man with the white mustache had won out.

Corner of creek bottom before being made into Bunning Park.

He attacked the streets next. Today his accomplishment in that direction seems insignificant—the laying of four and three-tenths miles of paving, but in a city where chuck holes were accepted placidly and increased taxes were not, this task assumed incredible proportions. With the lighting of the streets he had more tangible success, however. Citizens,

it seemed, were perfectly content to rattle and bump over deeply pitted streets, but they liked to be able to see the "shell holes." The Mayor took the matter up with the Southern Wyoming Electric Company and it was only a matter of a short time before lights blazed at every street corner. These were by no means the only constructive changes made by Mayor Bunning in his city. One of his last major contributions was the linking of the ends of the Lincoln Highway at the eastern and western limits of the city. Such violent differences of opinion had been stirred up over the route of the highway through the city that the federal and state governments had refused to attempt to solve the problem and had stopped their paving operations at the city limits. It remained for Mayor Bunning to obtain the necessary right of way and a federal appropriation, which resulted in the building of a concrete street and a modern steel bridge to close the city-wide gap in the highway.

After ten years as Mayor, he retired from public life on January 1, 1934. So popular had he become during his terms of office that the saying had grown up in Rock Springs that anyone who ran against "Chris" Bunning for Mayor would be automatically defeated. On the evening of February 8th he received an urgent call to meet one of his friends in the city council chambers in the City Hall. He was late to the meeting because his daughter had insisted that he change the old suit he was wearing for better clothes, and when he arrived he found the friend was gone, but was told the man was waiting for him at the Elks Home. The man was waiting; so were one hundred others of the city's leading business and professional men, all of whom had gathered to tender him a testimonial

Bunning Park looking Eastward. Flowers riotous in color, trees in many varieties with a velvety green setting.

banquet. The most prominent representatives of capital and labor were there, as were ministers from both Catholic and Protestant churches. Friend after friend rose to praise Mr. Bunning and his splendid work. John P. White, former international President of the United Mine Workers, called him "a good counselor, a safe friend, and one who always exercised his best judgment," and the coal company's President, Mr. Eugene McAuliffe, described the improvements in the city, for which the retiring Mayor was responsible. At the conclusion of the dinner a watch was presented to Mayor Bunning, bearing this engraving: "Presented to P. C. Bunning, February 8, 1934, by loyal citizens of Rock Springs, in appreciation of his ten years' faithful service as Mayor of our City."

In the summer of 1935 Mayor Bunning's body began to give way, for he had worked long and hard all his life, and had given himself without stint to his family, his business, and his city. He was confined to his bed, and toward the end of July his condition became so serious that it was necessary to issue bulletins for the many anxious townspeople who inquired about his condition. He had no illusions himself about his illness. He had always kept so firm a grasp on life that he knew instantly when it began to slip away. During the second week in August only members of his immediate family were permitted to visit him, and on Sunday night, August 18th, he passed away quietly.

Memorial to P. C. Bunning, unveiled in Bunning Park, Rock Springs, August 21, 1936.

Peter Christian Bunning's death was the signal for a city-wide demonstration. Truckloads of flowers rolled up to his modest home. So many persons wished to pay their last respects to him that it was necessary to hold the service in the big auditorium of The Union Pacific Coal Company Old Timers' Building. Mayor Walter A. Muir issued a proclamation requesting all business houses in the city to close during the funeral service. Mr. Bunning had requested before his death that the burial be simple, but how could even he have known how many people would want to do honor to his memory. Peter Bunning never stopped to count how many

friends he had. He was too busy making an overgrown mining camp into a modern city. The people of Rock Springs were not to forget Mayor Bunning.

On Friday afternoon, August 21, 1936, just a year after Mayor Bunning's death, a great concourse of citizens and admirers of Mr. Bunning met in Bunning Park to dedicate a beautiful memorial fountain of rose-colored granite.

"ERECTED TO THE MEMORY OF
PETER CHRISTIAN BUNNING
MAYOR OF ROCK SPRINGS
1923 to 1933
WHOSE LOVE OF BEAUTY
INSPIRED THE BUILDING
OF THIS PARK IN 1926"

Such is the carved inscription that the memorial bears, as it rests enthroned in the garden of trees, shrubs, and flowers, that were planted by the man who saw more in life than gathering dollars. Mayor Walter A. Muir in his introductory address said:

> "When those who are now listening to the sound of my voice are stilled in death, the residents of Rock Springs who come after us, their children and children's children, will hold in deep affection the man who had conceived and worked out the many improvements now enjoyed, not the least of these this beautiful park."

Others spoke fittingly and The Union Pacific Coal Company band, led by James Sartoris, played appropriate airs. Eugene McAuliffe also spoke, saying in part:

> "We are not honoring 'Chris' Bunning in dedicating this beautiful memorial to his memory, but instead we are honoring ourselves, whose privilege it was to know him, to work with him, and to live with him. This beautiful memorial fountain, located immediately in front of the monument erected to the memory of the men of Rock Springs and vicinity who died in the Great War, in a sense completes the consecration of Bunning Memorial Park, and I know that those of our citizens who love beauty and who come down here to see and enjoy the same, will, through the medium of this memorial, be reminded of the thought that inspired this lovely park, and I trust that our present Mayor's successor, whoever he might be and whenever he may come into office, and whatever happens, will maintain the standard of care established by our late friend and his successor, Mayor Muir."

As the years pass Bunning Park grows more and more lovely, and during the twilight hours of the summer days many of those who knew and loved Mayor Bunning come to rest, see and remember.

CHAPTER XXIV.

The Measure of Humor

Tells how humor is the salt that savors life, of Justice Patrick Clancy, quite as monumental a legendary figure in Rock Springs as Paul Bunyan and "Babe," his Blue Ox, are in the Wisconsin woods. How Wong, Chinese stable boss, broke and harnessed certain recalcitrant mules and how "Whiskers," a mule accustomed to work on alternate days, refused to work out of his turn, and how Quong Fat, a Chinese converted to Christianity, forgot his religion when a refractory mule failed to respond to kindly persuasion.

"THE minstrelsy of the coal miner, while tuned to a minor key, does at times convey a measure of humor," President McAuliffe wrote in "The Romance and Tragedy of Coal." About the mines of Southern Wyoming has grown up a wealth of anecdote and story, amounting to a sort of folk lore of the underground, and containing, as Mr. McAuliffe pointed out, a measure of humor. A full measure it is, a measure heaped and overflowing. There are the stories of the Scot, told in dialect, and the stories of the Chinese and the stories of the Welshman, and, in a class by itself, there are the stories of the inimitable Justice Patrick Clancy.

So many things have been said about the Justice in the years that came after his death, that he has assumed the proportions of a legendary figure, and it would be as difficult to vouch for the truth of the incidents told about him as it would be to prove that St. Patrick did not drive the snakes out of Ireland. In the shuffle of the years the name of the small mining community where "Judge Pat" presided as Justice of the Peace has been lost, and even the description of how he looked, but he must have been a strapping big Irishman with the stamp of Erin full on his face, and he must have lived in Southern Wyoming because it is there that the most mining communities claim him. Under Judge Pat's genial Irish eye a host of difficulties were settled, both in and out of court, for the Justice was not one to confine himself to the courtroom in his role of arbiter, and if a miner came to him with a problem, the Justice would willingly pick up his hat and saunter off to the scene of trouble.

On one occasion a miner named Mike, a friend of the Judge, as were all the men in the community, declared his intention of suing his landlord. "I've been living in one of his houses," Mike explained, "and keeping my chickens in the basement. Last night the water pipe broke and flooded the basement and drowned all my chickens. I want to sue for damages for the loss of my chickens." Judge Pat, who liked his judicial office and intended to keep it, pursued his usual policy of conciliation, saying, "I

don't believe I can give you any judgment in the circumstances, Mike." The miner insisted, however, that the Judge come over to his house to look at the cellar and the dead chickens, and the Judge, not at all unwillingly, accompanied him to his dwelling, following him down the basement stairs. Ankle deep in water, Judge Pat turned to his friend and said, positively, "Now, Mike, your case isn't any good. Faith, and it's not chickens ye should have been kapin' in this basement, but ducks!"

Another story is told where the situation was reversed, this time a landlord being the plaintiff and a tenant the defendant. The tenant, a widow with several small children, was being sued for eviction. Pat had previously seen the County Commissioners and made arrangements for the payment of the rent. When the case came to trial, Pat listened gravely to all the testimony, and made the following decision, "Lady, you can stay in that house just as long as you want to, and no one can put you out." The lawyers for the plaintiff made serious objections to this ruling, asking the Judge where he found any law to justify such a strange decision. Judge Pat replied, "That's a law of my own, which I keep for just such emergencies as this."

The Irish judge was respected by everyone in the mining town, but especially by the Chinese, who were frequently brought before him for minor infractions, and who, in consequence, had every reason to want to keep on good terms with him. They were very careful that no action of theirs or of any member of their family should affront the Judge, and this feeling extended even to the dogs. On one occasion a Chinese severely scolded his dog for barking at Pat, in the following words: "Whassa mallah you, bahkum, bahkum allee time? I no likee you bahkum white bossee man. You no savvy white bossee man when you see him?"

When Judge Pat was first elected Justice of the Peace it was the custom for the Justices to retain all fees as their remuneration. However, after a number of years, a new law was passed, placing the Justices of the Peace on a salary, and requiring them to remit their fees. One morning the examiner came to the mining district where Pat was judge, advising him that he had come to check his books. Judge Pat consented graciously, turned over his accounts, and discreetly disappeared for the remainder of the day. Returning in the evening, he asked, "Well, bye, and how are ye comin' along?" The examiner rubbed his chin. "Judge, I've worked on these books all day," he admitted, "and I can't make anything out of them." With a smile, the Judge said, "Ye haven't anything on me, bye, I've had 'em for years, and haven't been able to make anythin' out of 'em either." The examiner left that night without having straightened out the books.

The stories of Judge Patrick Clancy are legion; these few presented here scarcely touch the surface of the stock. Most Wyoming miners could cap them with a dozen more. There are other stories, of a different order, however, that are just as familiar and just as well liked, in the lore of

the underground, and these are the anecdotes of that beast whose only kinship with Judge Pat was an unalterable independence of character. The reference, in short, is to the mule. The mule has always been preferred for mine work on account of its agility and its ability to take care of itself in a tight place, something which a horse does not seem to be able to do. The mules purchased for mine work in Southern Wyoming were largely bought in Kansas City, and were all eastern or midwestern bred, being tractable and gentle. On one occasion, however, a number of western mules were purchased, which proved not to be so mild. Indeed it was both difficult and dangerous to get near them, and Wong, the Chinese in charge of the main barn, who was given the duty of taking charge of them during a probationary period before they were put in the mines, was more than a little nervous when he was forced to come in contact with them.

The first thing that Wong did was to attach a fifty foot length of rope to the halter of each and give them the run of the corral. Then all that was necessary when he desired to take them into the stable was to reach down and pick up the ends of the ropes, thus obviating the necessity of coming within range of flying hoofs and vicious teeth. Once in the stalls, however, the problem was how to harness and unharness them, and Wong puzzled long and desperately before he found the solution by making a long hook with a handle, whereby he could stand at a respectful distance while working with the harness. One morning while Wong was manipulating the hook to put a halter on a mule, another employe heard the Chinese youth talking to the restless little beasts in an admiring fashion. "I no likee you, you heap clazy mules," Wong was telling them frankly. "You no got sense. Bossee man I think so not got muchee sense buyum you. He talkee he pay one hundled twenty-five dollah one mulee. I no pay five cent allee bunch. Bossee man pay heap money for you; you catchee too muchee chow chow; you likee sleep corral all day; you no likee work. I think so you pletty smaht mulee. You foolee bossee man too muchee."

Although most of the mule drivers were Chinese, one of the men was a Welshman. The foreman had picked him out from his buddies in the mines because he seemed to be somewhat more alert and intelligent, and appeared to have the material for a good haulage man. In consequence, Joe soon found himself driving a mule in a section of the mine which was sometimes subject to squeezes. One day in going up one of the rooms with an empty car, the mule stopped and refused to move further. Joe trudged up to the animals head and found that during the night a squeeze had developed and the roof of the roadway was too low for the mule to go through. Seizing a pick, Joe attacked the roof with enthusiasm, and was only stopped by the sharp exclamation of the foreman, who came into the room at this moment. "Joe, you idiot," said the foreman, "don't you know that if you dig in the roof like that you're liable to bring the whole top down on you? You should dig a place out of the bottom." To which Joe replied, "D'ye think I'm crazy, it's his head that won't go through!"

All of the men had great respect for the mules' cleverness and stubbornness. To this end one former employe relates the story of two old mules placed on the retired list, whose pension consisted of grazing in the sun all day, with the light duty of pulling the tool wagon of Robert Muir's chain gang between the shop at No. One Mine and the job, wherever that happened to be, on alternate days. The grey mule was named "Whiskers," and the roan mule "Big Head," because he had such an enormous cranium that no collar but his own would fit over his head. "It was my duty each morning, because I lived near the barn," the Old Timer related, "to harness the mules in turn and take the wagon to the shop for the tools. This particular morning it was Big Head's turn to report, which he would faithfully do by standing quietly at the manger in the middle of the corral." Big Head's collar was damaged, however, and Arthur Dixon, the barn boss, declared that Whiskers would have to go out again that morning, lacking another collar that would go over the other mule's head. The employe recalls that he went to Whiskers to put the rope over his head to lead him to the harness in the barn, when "he very indignantly jumped away from me and ran all over the corral with me after him. I had to give up the chase and go tell Arthur he would have to help me to catch the highly offended Whiskers. It took both of us a long time to catch him, because he knew it was not his turn. I always thought Big Head smiled. This was about the time the miners first organized in Rock Springs, and it may be he had caught the spirit."

In order to cope with the intelligence shown by the mules, the Coal Company assigned some of its most understanding men as drivers. Quong Fat was one such man, a Chinese who had been a school instructor in his own country, where he had been converted to Christianity. His first contact with a mule came when he was told to handle some mine cars filled with rock, which was being cleaned out of an old air course in one of the mines. Despite his education, Quong was not successful in his first efforts to manage the mule, and he spent a great deal of time, it was noticed thereafter, in hanging wistfully about the mule stables where the more successful drivers were preparing their charges for the day. One morning the mule boss went to Quong's place of work to look the mule over and to give any instructions that might be needed. On approaching the working place he was shocked to hear a torrent of profanity that would have done justice to the most hard-boiled American mule-skinner. He remonstrated with Quong telling him it was bad language for a Christian to use and that he should not forget the religious training that he had received in China. Quong waved these remarks away: "When I religious man in China I talk politely to class room boys, and when I come Rock Springs mines I also talkee same language to mules I associate with, but he somehow do not understand. I politely expless to him, and he do not walk forwards when I request so to him, he only shake heads and long ears. When my big boss come my place he not have smiling face, but he look me closely and say 'When you start move this locks quickly?' I tly to explain about mules, but he not listen; walk away and say to somebodys which I did not

see, 'Chinese boy got heads made flom woods.' Then I decide to do some-things, so I go evely morning big mules house and listen to Melican mule dlivers boys, how he talk mules. No! no! not politely, but when he talk, mules they move fastel, so I decide to tly that Melican mule boy language on my mules and it work pletty good. Mules he move pletty fast, and locks he disappear out quickee.

"I think when big boss come again he happy about locks moving and will have lots of smiles with his face."

And still another note was struck by a former railroad employe, James Oliver Allred, who chose a subject that lies close to the mine worker's life, that is, "Will the mine work tomorrow?" When the verses that follow were written the galaxy of mine whistles that blew "work" or "no work," were on their way out, "Central," "Blairtown" and "Lady Megeath." Only a few months later the boiler plants at these mines were closed down. The energy they supplied could be purchased more cheaply from The Union Pacific Coal Company's power plant at Rock Springs, and so another change took place.

"OPERA OF THE MINE WHISTLES"

"Just as four o'clock comes creepin' round
In the lazy summer time,
A little opera takes place with the town
Of Rock Springs as the stage, and,
Strangest of all, the various coal mines are the actors.
As the hands of the clock reach the hour of four
It's a cue for the opera to begin.
First, from the southeast end of town,
Comes the rich baritone of the Central
Blaring forth one long blast and a short one,
Letting all know that the mine will
Again rob Mother Earth of her black power on the morrow.
"Blairtown next blazes forth a fine tenor voice
That swells as it proudly soars o'er the housetops
And hills of that mining town,
And, as the silvery notes slowly fade away,
With their echoes still haunting the valley,
The miners nod and say to each other,
'Just as I thought, she ain't going to
Work but two days again this week.'
"While the men launch forth into the favorite talk
Of the future of coal mining and kindred subjects
Lady Megeath takes the stage amid the applause
Of the switch engine on the railroad track
As it calls for a clear crossing at 'C' Street.
Very modestly, she lifts her beautiful contralto voice
To the fluffy, white clouds overhead, and,

After an encore of a short solo,
Accompanied by the rumbling of the round-house turntable,
She has informed her miners that
On the morrow they'll have a holiday.
"Now comes the feature of the late afternoon,
None other than Mr. U. P. at Number four,
Great is the stir as he gallantly takes the stage
Amid the shouting of gigantic boilers and loud humming
Of the generators at his feet.
Now he bursts into song with deep-throated bass
That he only can produce,
For his song is usually the longest of all,
Many men in his employ and he must please them,
So pours forth his melodious notes,
Thundering back and forth in echoes,
That all must report in the morning
And fill the Union Pacific orders.
The miner at rest in his little home
Lowers his paper to inform his wife
That he wants ham in his bucket instead of beef."

If all the humorous and pathetic incidents told of happenings in and about the mines were placed on record, there would be little space for history in a modest volume such as this. Not less than fifty distinct races made their contribution to the working forces in the mines during the past seventy odd years. Much of what was humorous came from the mixture of race and tongue involved, but whatever the variety we have the authority of that dour old Scot, Thomas Carlyle, that "humor has justly been regarded as the finest perfection of poetic genius." The gentle Chinese were in their day ever the innocent characters in many stories, of which there was no better teller than Mr. George B. Pryde, whose pigeon English, like his Scottish and English dialect, would, if he had chosen that road, have won him plaudits on any vaudeville stage. Where there is humor there is always room for hope.

CHAPTER XXV.

Church Spires Over Rock Springs and Hanna

Tells of the early struggle to establish the churches of Rock Springs, the work of the "Marthas" who then as now, sew and serve wherever God is worshipped; of the part taken in church work by the army officers stationed at Rock Springs following the Chinese massacre of September 2, 1885, who with their commands remained there until the Spanish American War of 1898 took them into active service. How the several principal churches were built and of the clergymen who ministered to the men of the mines and their families, with a sketch of the work done in Hanna.

"'Twas Sunday on the quiet street
And Sunday in the quiet sky.
The peace of God looked down to meet
And rest the tired hands and feet,
Of those who laid their labor by."
(Author unknown.)

IT is a far cry from the tall, modern churches of the Rock Springs of today back to the time when a young Wyoming wife sat in her window, reading the "prayers for the dead" from the Book of Common Prayer as a funeral procession passed her door, knowing that in the little mining camp there was no clergyman to read or say a prayer at the grave. During the early life of the town it remained for the pioneer wives and mothers to foster the only religious life there was, and this they did bravely, holding religious services in their homes, lacking a regular meeting place, and training their children in ways spiritual, unaided by priests or ministers.

In the early seventies many Mormon people were attracted to Rock Springs through the operation of the coal mines. Some of these families came from Utah, some from the eastern states, and some, who came principally from the British Isles, were converted to the faith while living in the town. For some years these people maintained a religious organization, meeting in their homes, until Mr. John McBride was installed as a presiding elder in 1875. Seven years later the church was organized with Mr. James B. Syme as President, a position which he held for four years, before he moved to Lyman, Wyoming. On December 19, 1886, plans were made for building a house of worship on the present church site, the lot donated by Mr. Joseph Young. The church building was completed during 1886, while Mr. Soulsby was President of the Church. On May 16, 1892, the branch church was organized into a ward, and Mr. Soulsby was installed as Bishop, in which capacity he served for thirteen years. In 1905 Mr. James Crookston was appointed Bishop for the same length of time, and he was in turn succeeded by Mr. John B. Young. A capable and conscientious man, Bishop Young served his people well for ten years, being followed in 1928 by Mr. Joseph I. Williams. It is largely due to the influence of Bishop Williams that the Mormon people have the church and active religious and social program that reflect so much credit on them today. In 1933 Mr. Lyman Fearn took over the title and responsibility of the office of Bishop, continuing in this capacity until his removal to Green River in January, 1935, when Mr. Cecil S. James became head of the Rock Springs Ward. Bishop James is still serving his people.

The earliest attempt to provide formal religious training for children of all creeds in Rock Springs was made in 1876, when Mr. Solomon Rouff, with the aid of Mrs. James Tisdale and Mrs. Alice Kierle, organized a Sunday School, conducting classes in the little one-room schoolhouse until the erection of the church in 1882. The Sunday School expressed the anxiety of the townspeople to have a contact with the church, and the Missionary Society was not slow to recognize this. In 1881 the Missionary Society sent the Rev. George L. Smith to Rock Springs to make a house-to-house canvass in order to find out how many would be willing to support a church if it were organized. A sufficient number of willing citizens was discovered and the Union Congregational Church was established on September 16, 1881. After organizing the church the Rev. Mr. Smith returned to his home in Massachusetts to solicit funds for a building. He found more than the funds, he found a bride. With the money and his young wife, he hastened back to Rock Springs to begin the task of erecting the church. The members of the church and its friends volunteered to help the minister in the construction work, and the church was soon finished. The pews were fashioned from flooring and, although they were not at all comfortable, they were in constant use until the Rev. F. C. Lewis became pastor. The Rev. Mr. Smith remained with the church two years, when he was relieved by the Rev. Samuel Jenning of Montana. He, too, remained but two years, and was followed by the Rev. Mr. Forbs, whose stay was even shorter.

Conditions in the pioneer town were hard and it was easy for a minister to become discouraged. Money poured into the gambling houses and saloons in large quantities, while it merely dribbled into the church coffers in nickels and dimes. During periods when the church was without a regular pastor, student pastors, a Mr. Davis, A. M. Broady, and A. E. Ricker, occupied the pulpit. The Rev. Timothy Thirloway, although he was not in the service, held services or conducted funerals as the occasion demanded. He was a miner at the time, and while there was more money to be found underground than in the pulpit, he later adopted the ministry as his profession. In 1887 or 1888 the Rev. Mr. Hungerford came from Iowa to take charge of the work. He remained for less than a year, being replaced by the Rev. G. L. Barr, a Presbyterian, from Rawlins. It was during the period of his incumbency that the church was carpeted and cushions were bought for the pews, the Ladies' Aid then doing most of the charity work in the town and helping to finance this project. The

other churches were organizing by this time and drawing many of their members from the ranks of the Congregational Church, and each succeeding day was bringing new difficulties.

In 1890 the Rev. Huks M. Burr came from Illinois to serve as pastor. He organized the Junior and Senior Christian Endeavor Societies and brought many new members into the church, especially young men and women. His daughter, Minnie, organized a class among the Chinese. Mr. Burr felt that the church building was too small, and so undertook a campaign to raise funds for the building of a new one. In spite of his enthusiasm the Rev. Mr. Burr was not a practical man, and through lack of foresight and planning, all the money raised was spent on the foundation and on some very elaborate stone cutting. Thoroughly depressed, the minister resigned and Superintendent Hawks decided that it was not so much an eloquent speaker as a practical business man that was needed to handle the financial work of building a new church. Therefore, in February, 1891, the Rev. H. N. Smith, of Omaha, came to fill the vacancy. Under his leadership a number of far-reaching changes were made, beginning with the reorganization of the church as a body, and the changing of its name from the Union Congregational to the First Congregational Church. Since services could not be held in the old church building, they rented a building on North Front Street, and the Ladies' Aid, armed with brooms, mops and scrub pails, made the place presentable for services. The rented quarters were only temporary, however, for the Rev. Mr. Smith began to call at once for subscriptions for a new church. Profiting by past mistakes, the minister collected the money from the members of the church before the lot for the present church building was purchased, and before the building itself was begun. On May 8, 1893, the corner stone was laid, and, on November 3, 1895, the church was dedicated. In February, 1897, after six years at Rock Springs, the Rev. Mr. Smith resigned. During his pastorate forty-eight new members had been added to the roll, and his Sunday School enrollment was well over two hundred. He had established the custom, too, of mid-week prayer services.

In April, 1897, the Rev. James Kevan came from Dakota to the church. During his two year stay the young people's organizations retrogressed. He was not in favor of having young people in the church. In 1899 he was succeeded by the Rev. Victor Ruring, who was followed, a year later, by the Rev. Harvey A. Lyman. In the next few years the pastors were the Rev. Mr. Withington of Chicago, whose place the Rev. Anneta Beecher Gray took for a time when his arrival was delayed; the Rev. F. C. Lewis; the Rev. S. A. Webber, a Methodist, after whose departure the church was vacant a year; the Rev. T. P. Jenkins; and the Rev. R. N. Cloud, of Nebraska, who greatly increased the church's membership. In August, 1920, the Rev. William Napier was called to the church, to be succeeded in 1923 for one year by the Rev. H. C. Lynch, of Montana. Again the pulpit was vacant for six months, until, in February, 1925, the Rev. E. L. Anderson arrived. An unordained minister served in 1927

from May to October, when he was ordained. His name was the Rev. L. R. Hosford.

In September, 1928, a new building was planned, and sufficient contributions for its erection were pledged. The Rev. Mr. Hosford stayed until the end of the year, and in March, 1929, the Rev. William R. Marshall, of Casper, Wyoming, came to the church. A most likeable man, he soon made his influence felt throughout the town, and through his efforts and the cooperation of the building committee, the cornerstone of the new building was laid in September, 1930, and the building was completed and furnished by December 14th of that same year, at which time it was dedicated. Mrs. Sara Shedden, long active in both church and Sunday School work, unveiled the cornerstone, and Dr. Palmer of Chicago preached the dedication sermon. On January 4, 1931, the Rev. Mr. Marshall died after a short illness of pneumonia. The Rev. Harry Johnson, pastor-at-large, supplied his place until the people of the church could find a new minister. Shortly after Mr. Marshall's death, the "Marshall Memorial Fund" was inaugurated as a tribute to his memory. The fund was intended to liquidate the church debt as quickly as possible. The Rev. O. P. Avery, of Montana, took the Rock Springs position in April, 1931, and stayed until April, 1936. The following August the present minister, the Rev. Keenan Sheldon, assumed the responsibilities of the church.

The first Roman Catholic Church in Rock Springs occupied a site on No. Two Hill. Built in 1884 and enlarged in 1890, it remained without a pastor for the first four years of its existence. In January, 1888, Father John Delahunty assumed the spiritual guidance of the congregation. He was pastor for almost sixteen years, and, during his administration, many improvements were made and considerable property acquired by the church. It was said of Father Delahunty that, "In this community he was respected and by his congregation loved. His visitations were never over and his labors were unceasing. The rich and poor alike welcomed his coming and regretted his departure."

The Rev. J. Nolan succeeded Father Delahunty in May, 1903, but his frail health proved unable to bear the burden of his duties and he was forced to resign within a year. The Rev. Joseph Dreyer, a professor in All Hallows College, at Salt Lake City, attended the Catholic people of Rock Springs over week-ends until the Rev. Charles O'Connor was appointed in the summer of 1905. Like Father Nolan, he was too frail to stand the long hours and the harsh winters. The Rev. August Conti served until the summer of 1907, when he left to take charge of an Italian parish in California. From June, 1907, until July, 1910, the Rev. Thomas Barrett was pastor, and he was given an assistant, the Rev. James Cerni, who attended the Slavic people of Rock Springs until Father Barrett left. In February, 1910, two new pastors were sent to Rock Springs, the Rev. Francis Keller, who was to succeed Father Barrett as spiritual advisor to the English speaking Catholics, and the Rev. Anton Schiffrer, who was to succeed Father Cerni with the Slavic Catholics. With a marked in-

crease in the mining activities, many people of foreign birth were coming to Rock Springs and settling on the north side near the mines. This left but four per cent of the Catholics on the south side of the town, near the church, and the north side people and their children were left without benefit of the church as they did not like to let them cross the railroad tracks.

Poor health caused Father Keller's resignation within six months of his appointment, and death took his successor, the Rev. Michael Kennedy, six months later. At the time of Father Kennedy's death, in 1912, Father Schiffrer was made pastor of all the Roman Catholic people in Rock Springs. It was apparent to him that it was quite necessary to build a church on the north side in order that all of the people might attend worship. He, therefore, resigned as pastor to all the Catholic people, taking charge of the Slav communicants. There was much work to be done, and Father Schiffrer was never the man to shirk. He left the debt-free south side church and started the north side program without resources. Father Schiffrer had but little money and limited means to obtain more when he arrived on the north side, but he began the work of building a north side church, and on July 7, 1912, he saw the placing of the cornerstone of the house of worship he had planned. The first service was held on Christmas Eve of the same year. Father Schiffrer's work was not done, however. The church was unfinished, and it was to take thirteen years to raise funds to complete the building as it stands today. Those thirteen years were busy years for the north side priest. It was not until December 13, 1925, that he could look up at the Church of Saints Cyril and Methodius, of Rock Springs, better known as the North Side Catholic Church, and set a date for the dedication services. Father Schiffrer left Rock Springs in 1926 because of a heart weakened by long, hard work carried on in Wyoming's high altitude. As this chapter is written, and with his health regained, he is the pastor of a church in Milwaukee, Wisconsin.

At the time that Father Schiffrer left the south side parish to turn his energies toward a house of worship for the north side, the Rev. Michael Kelley was appointed to be his successor. Father Kelley was followed by the Rev. John Mattes, who left in February, 1914; the Rev. John Sugrue, who went to Ireland in October, 1918; and the present pastor of the south side church, Rev. S. A. Welsh. Father Welsh was ordained to the Priesthood for the Diocese of Cheyenne at St. Patrick's Cathedral, New York, on September 1, 1918. On arriving in Rock Springs he at once began a vigorous program of organization and improvement. He renovated the old frame church and made extensive repairs to the present rectory in 1922 and 1923, but his great ambition was to build a more fitting church for his people, and this hope was realized on Sunday, December 11, 1932, with the dedication of the beautiful Church of Our Lady of Sorrows. An assistant priest was sent to Father Welsh during the late summer of 1923 to make possible a mission parish at Winton, and to give better care to the Catholics of Superior. Some of the men who have helped Father Welsh in his more than twenty years of service in Rock Springs are the Rev.

Daniel O'Sullivan, the Rev. Daniel O' Doherty, the Rev. Napoleon Missana, the Rev. Martin Kennedy, the Rev. John Sullivan, the Rev. Paul Hellrung, and the Rev. Charles Gormly, his present assistant. On the departure of Father Schiffrer, in 1926, the Rev. John Morley took over his position. Others who have served the north side parish since that time are: the Rev. John Henry; the Rev. John L. Zaplotnik, J. C. D. (Dr. of Canon Law); the Rev. Phillip Krass; the Rev. Martin Kennedy (now deceased); and the Rev. Albin Gnidovec, who came in June, 1931, and continues to occupy this pastorate.

Like the Mormons and the Congregationalists, the Methodists were figures in early Rock Springs history, holding meetings informally in the pioneer days. They rented the Odd Fellows Hall, the most prominent meeting place of that day, for their church services. In 1895, through a beginning made by the presentation to the church of two hundred fifty dollars as a memorial to May D. Kirkpatrick, this religious group was able to obtain a building of its own. A store building was purchased and converted into a church, and although many additions and changes have since been made, the present Methodist Church is still the original building.

Owen B. Young, from Salt Lake City, was one of the first ministers in the church, and he was followed by several men who served for only a short time or substituted for others. Some of the men who worked during this period for the church were the Rev. Mr. Rogers, the Rev. George N. Smith, the Rev. Mr. Kingsley, and the Rev. Mr. Keplinger. The Rev. Mr. Keplinger had a gift for organization and he planned to enlarge the church and to expand its activities. Accordingly he established the Deaconess's Center in the Tremont Building, from which place it was later moved to a house in No. Four District. The Deaconesses contributed much to the town by way of settlement work and through Americanizing the foreign-born population. An interesting development took place when the Rev. Mr. Keplinger wrote to several wealthy men in the East for contributions for the large church he had in mind. Andrew Carnegie replied that he would not contribute to the building of a church, but that he would endow a library. True to his word, the philanthropist endowed the Public Library.

Mr. Keplinger's successor, the Rev. T. B. Lawrence, stayed one year, being followed by the Rev. L. M. Kelly and the Rev. Mr. Sagar. After a period in which there was no regular pastor, the Rev. Mr. Martin took up the work for five years, and in the early 1920's he was replaced by the Rev. Roy Burt. Mr. Burt moved to Chicago from Rock Springs, to head the Young People's Work for the Methodist Churches all over the United States. The Rev. Mr. Methvin and the Rev. Hubert Webster followed Mr. Burt. During the eight years that the Rev. Mr. Webster was pastor, the Methodist Center was built to the church. Then from Illinois came the Rev. Robert U. Johnstone, preceded by warm recommendations for his work. He was followed by the present pastor, the Rev. Richard Lungren.

The Church of the Holy Communion, of the Episcopal denomination, had its beginning in 1887 in Rock Springs. Many of the officers and men

of the United States Army, who were stationed at Rock Springs following the Chinese disturbance, were of the Episcopal faith, and they rendered valuable assistance to the local members of that church. The first services were held in a hall above the Fountain Saloon, on South Front Street. However, the first resident clergyman, the Rev. I. L. Morton, worked so effectively and aroused so great an interest, that plans were made for a church building, the cornerstone of which was laid by Bishop Ethelbert Talbot (later to become Presiding Bishop of the Church) on All Saints' Day, 1888, and the church was opened for services February 24, 1889, having been given the name of Saint Bartholomew's. The Rev. Mr. Morton was succeeded by the Rev. W. M. Lane. The only one of the founders who is still living in the city is Mrs. Emily Connor, who came to Rock Springs in 1886. Her husband was an electrician in the employ of The Union Pacific Coal Company. She relates:

> "The Ladies' Guild used to meet every Thursday. To raise money for the church we held dances in the Opera House. We women of the Guild would serve supper from the stage. In order to keep the food warm, after we had cooked it at home, we would take our coal-oil stoves to the Opera House. We had to make use of our own personal dishes and table linen for the public suppers. It was hard work, but we raised substantial amounts for the church. Usually a flute or some other single instrument furnished the music for the dances."

Some of the early supporters of the church among the Army officers were Major H. B. Freeman, Dr. Bushnell, and Captain C. A. Coolidge. Of Captain Coolidge there is told an interesting tale. He adopted an Indian boy, giving him all the cultural and educational advantages that would have been the lot of his son. The Arapahoe lad studied for Holy Orders and later became widely known as the Reverend Sherman Coolidge, one of the leading clergymen of his race. Other early members of the Episcopal church were Mr. and Mrs. Luman, Mr. and Mrs. Joseph Young, Mr. and Mrs. Landenberger, Mr. and Mrs. John W. Hay, and Mr. and Mrs. T. S. Taliaferro, Jr. Among the prized possessions of the little church when it was first built, was one of the little movable organs that were fixtures in so many homes of that day. Mrs. J. T. Treasurer was the church organist.

Following the Rev. Mr. Lane came the Rev. Isaac Dawson, who carried on the work at Green River as well as at Rock Springs. He was followed by the Rev. Franklin S. Moore, who remained a little over a year. Other clergymen who served this church during its half century of existence were: the Rev. Jacob Bobst, the Rev. James Stoddard, the Rev. James H. McPhearson, the Rev. Dr. A. F. Schepp, the Rev. Dr. Morton Joslin, the Rev. Franklin C. Smith, the Rev. R. Emmett Abraham, and the Rev. Herald C. Swezy. When the Rev. Mr. Swezy left Rock Springs in December, 1937, the church was without a rector for a short time, and this position was assumed by the Rev. E. L. Tull on April 1, 1938, who is serving at the present time.

At some time in the course of the years the parish again took the name of the Church of the Holy Communion, given the mission before the building of the church, and it is known by this name at the present time. Some years ago the foundations for a larger and more modern building were laid, though but little of building was done for a number of years. However, during 1938, the erection of the new building was again resumed, and as this chapter is written it is moving toward ultimate completion.

The history of church organization at Hanna, under the continuing care and sacrifice of two generations of Christian men and women, in a sense parallels that of Rock Springs. To the Methodist Episcopal denomination is deserving the credit for conducting the first organized church services in Hanna. In the beginning the working forces at Hanna were partially resident at Carbon which was loath to yield its place as a mining center to the new location, this situation accounting for many of the early trials experienced in building and regularly maintaining church services.

In 1890, the first Methodist Episcopal church meetings were held in the Union Pacific Railroad depot, then located east of the present depot site. The services were held by Rev. Benjamin Young, who came from Carbon once a month. The waiting room of the depot proved inadequate to accommodate the attendance, and a movement was started to build a church.

In the fall of 1890 the local staff of The Union Pacific Coal Company at Hanna presented to The Union Pacific Coal Company officials a request for help toward constructing a building to be used as a church. This suggestion met with approval, and land for the new building was provided. Through donations of material made by The Union Pacific Coal Company, and labor donated by the men of the community, the building was completed in the fall of 1891.

In July, 1924, plans were made for the erection of a new church which was made necessary by increased membership. During the time that the new church was being erected, church services were held in Linden's hall, which was located where the present Community Building now stands. The new church building was dedicated on Sunday, May 17, 1925, Bishop Charles I. Mead officiating, assisted by Rev. Edwin Bowling, District Superintendent, and Rev. Orman C. King, pastor of the new church.

The following is a list of the clergymen who have served the Hanna church:

Rev. Benjamin Young	1890-1891
Rev. W. L. Wilson	1891-1892
Rev. G. H. Smith	1892-1897
Rev. E. H. Taylor	1897-1898
Rev. W. F. Bradley	1898-1899
Rev. Z. Steire	1900-1901
Rev. F. T. Kelly	1901-1904

From 1904 to 1906, services were held by Mr. G. W. Hughes and various guest clergymen.

Rev. Wm. Hints	June to December, 1906
Rev. Lucion B. Jones	1907-1908
Rev. C. B. Cowman	1908-1909
Rev. John McKechnie	1909-1910
Rev. Jessie Bogue	1910-1910
Rev. John F. Clearwaters	1910-1911
Rev. Ira I. Pomeroy	1911-1913
Rev. L. McNeil	May to June, 1914
Rev. Clayton H. Negus	1914-1916
Rev. C. F. Clower	1916-1917
Rev. J. C. Mylroie	1917-1924
Rev. Orman C. King	1924-1925
Rev. Chas. I. Wright	1925-1926
Rev. Hubert Webster	1926-1927
Rev. J. M. Johnson	1927-1929
Rev. O. I. Peckenpaugh	1929-1930
Rev. W. Reed Kessler	1930-1931
Rev. A. D. Wilson	1931-1935
Rev. Wilbur P. Wood	1935-1937
Rev. Virgil B. Brown	1937-1938
Rev. Q. Summerfeld	1938-to present time.

Finnish Lutheran Church services were held in the various homes at Hanna until the year 1904, when the old Carbon Finnish Church was moved to Hanna. Mr. John Grooman, an old Finnish resident of Carbon and Hanna, conducted the services each Sunday for several years. Due to a growing lack of interest in the Church, the building was sold in 1916, and services were abandoned.

For several years Roman Catholic church services were held in the old Hanna School building, which is now being used as a hospital. These services were conducted by Father Joseph Conrath, of Rawlins.

A church was erected in the fall of 1915, and dedicated in the summer of 1916, and Father Henry Schellinger, of Green River, held the first services in the new church. The church is conducted under the patronage of St. Joseph's Church, of Rawlins. Father Schellinger personally took an active part in the erection of the Church building, and held services in Hanna several years after the completion of the Church building. Father William J. Short, of Rawlins, until his transfer elsewhere, also held church services periodically.

In the early days of Hanna, Episcopal Church services were held in the Finnish Church, First Aid Hall, School buildings and in various homes. Regular services were held in the First Aid Hall during the period August, 1921, to September, 1921. Deaconess Young, of New York City, and Mr. S. L. Morgan, (lay member), of Pittsburgh, Pennsylvania, had charge of the meetings.

Plans were made for a permanent church building during the year 1921, and work was started late in the same year, the church being completed in April, 1922. The first services were held on the first Sunday in May, 1922, and were conducted by Archdeacon Dray, of Wyoming, assisted by Mr. S. L. Morgan. A few months later, the building being free of all indebtedness, it was consecrated by the Rt. Rev. Nathaniel S. Thomas, Bishop of Wyoming and the name St. Marks was given to the church.

Clergymen who have served the church are:

Mr. S. L. Morgan (lay member),	Sept. 1921 to Sept. 1925
Rev. F. M. Bacon	Sept. 1925 to Oct. 1930
Rev. F. F. Kraft	Oct. 1930 to Apr. 1932
Rev. R. M. Evjen	Apr. 1932 to Sept. 1936

No clergyman was in charge during the period September, 1936, to February, 1937; Mr. C. D. Williamson and Mr. S. L. Morgan (lay members) conducted the services during this period.

Rev. M. Batchelder	Feb. 1937 to Dec. 1938
Rev. Harry M. Kellam	Feb. 1938 to present time

Through the untiring efforts and hard work of a handful of colored people numbering about forty, the old Methodist Church was purchased in November, 1924, and, with equipment furnished by The Union Pacific Coal Company, the building was moved to a new location east of the Roman Catholic Church. Reconditioning of the Church was also made possible by donations of material made by the Coal Company.

Dedication services were held on Sunday, December 14, 1924, and the Rev. W. T. Green, of Cheyenne, Wyoming, officiated at the first service. During the period 1925 to 1939 services were conducted for a time for the colored people by the pastors of the Methodist Episcopal Church of Hanna. More recently the Rev. Harry M. Kellam, Rector of St. Marks Episcopal Church, Hanna, took over the services in an evangelical way, and later the congregation decided to adopt full Episcopal services, with the result that numerous baptisms of the unbaptized took place and on February 26, 1939, the Rt. Rev. Winfred H. Ziegler, Missionary Bishop of Wyoming, confirmed twenty members of the parish, the congregation coming into full Episcopal communion, the Church now known as St. John's Episcopal Church.

The citizens of the early mining villages and the Town and City of Rock Springs have, by and large, been blessed by the fine sacrificing army of clergymen, who strove for years against great odds to extend the Kingdom of God among the mine workers and their families. Their reward is expressed today in the high order of Christian citizenship shown by the great majority of the people of Southern Wyoming. No element of sectarian strife has ever appeared among the clergymen in the several mining districts, on the other hand, a fine, friendly relation exists between Roman Catholic and Protestant. They long ago decided that there was work enough, and glory enough, in the field for all.

CHAPTER XXVI.

Safety in the Mines

Tells of the progress toward increased safety in the mines, of the work done by scores of conscientious and courageous men, who planned and worked for safer conditions and the reduction of accidents, of honors won and prizes awarded, and the growing reduction in the number of accidents suffered. How the number of fatalities fell from sixty-one in the five years 1918-22 (when non-fatal accidents were not permanently recorded), to twenty in the five years 1935-1939, with but six deaths in the last three years 1937-1939, this enviable record the result of cooperation between the men and the management. How seven brave men won silver medals for rescuing two men from beneath a fall of rock; how the "Sentinels of Safety" trophy was won four times, and how Mr. John E. Holmes was honored for having worked sixty-three years in twenty-six different mines, without a lost-time accident.

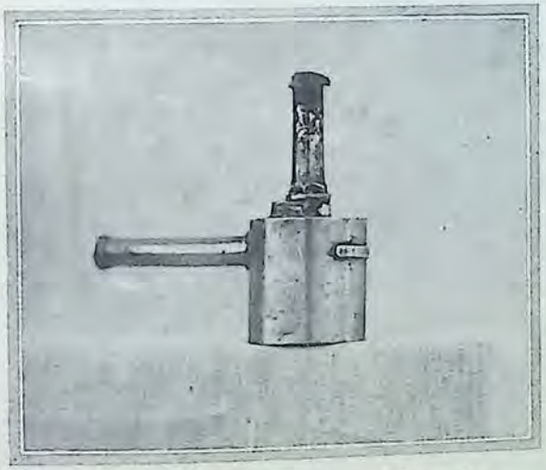
THE history of the mining industry is not without its ugly pages, pages shadowed by the deaths of countless miners. The millions of tons of coal that have come out of the earth have exacted a heavy toll of human life by way of explosion, fire, cave-in and flood. Not at all unusual in the early days of the industry was the English Heaton Colliery disaster of 1815, when seventy-five men and boys, attempting to work into a nearby abandoned colliery to remove pillars there, were cut off by water from the single escape. An article published in 1843 recounts:

> "Although they were able to keep clear of the water, the limited pumping facilities then available required nine months to clear the mine of water. When at last the workings were reached, the full extent of the lingering torture by which death had come to the miners was revealed; the starving men had eaten their horses, candles, and even the bark from the fir props, and one man had not long been dead."

Those were tragedies in the grand manner, when death struck underground and struck again, swift, overwhelming, merciless. Those were the days when the miner's wife might well shudder and pray for her man. Behind the mounting list of fatalities were ignorance, primitive mining methods, absence of competent mine surveys and mapping, and, as potent as any other factor, the stocky figure of the miner himself, the miner with his traditional unconcern for his own safety. Modern machinery and modern technique might remove the other causes of mine disasters, but until the ultimate cause, the miner himself, was reached, pioneer work in mine safety could not progress beyond a certain point.

Since the time of the opening of the first Union Pacific mine in Southern Wyoming in 1868, the Union Pacific Coal Department, and later The Union Pacific Coal Company, have worked towards the solution of the problem of danger underground, but it was not until 1911 that any organized attempt was made to increase mine safety through the education of the miners themselves. In that year the United States Bureau of Mines sent a Mine Safety Car to the western coal mining districts, under the charge of Mr. Sumner Smith, an engineer. Mr. Smith, who later became Mineral Supervisor of Alaska, had with him on this initial trip Mr. Thomas L. Lewis, former President of the United Mine Workers of America. Touring through the districts of Southern Wyoming, they gave talks on mine safety work, laying particular emphasis upon the need for First Aid training among mine workers. Mr. Jesse Henson, of Wilkesbarre, Pennsylvania, acted as First Aid Instructor, training all applicants in First Aid work. After the preliminary work had been done by this staff, The Union Pacific Coal Company helped to organize First Aid classes at Rock Springs, where the British miners who had received their early training in "Ambulance" work in their native country proved apt students, many receiving certificates of proficiency in First Aid, others qualifying as instructors. Among those who received First Aid training were Messrs. George Jones, Richard Orme, Archie Auld, George Smith, John Maxwell, Charles Gregory, Thomas Foster, Harry Myles, and George Fitchett.

A First Aid Association was formed at Rock Springs, and as the movement for training gained momentum, the group raised a substantial fund which it used in community work. On its dissolution in 1932, the Association turned over approximately three hundred and fifty dollars to the newly formed Rock Springs Community Council. The Association had long been a power in the city, and its annual dinner dance had been one of the major social events on the Rock Springs calendar, but in spite of its efforts, it had been unable to arouse any widespread enthusiasm for First Aid training. In many cases the employes were openly hostile to the innovation, and



A mine lamp of the Sixties and Seventies

it remained for a small minority of the workers to bring success to the program.

In 1912 the original First Aid Contest in the mining field was held for the men who had been trained at Rock Springs, a gold medal, donated by the Mine Superintendent, being the first prize. This medal was won by No. Seven Mine, Rock Springs, and is doubtless now in the possession of some of the early First Aid workers. The contest provoked such response that it was thought worth while to make the meeting an annual affair, and a First Aid Field Day was arranged to be held in Rock Springs, during the summer months. The old "First Aid Park" north of the present General Office Building, which was recently laid out in lots as the Pryde Addition to Rock Springs, was chosen as the place for the celebration. The team winning the first prize each year was sent to the International First Aid and Helmet Competition, held at various times in San Francisco, California; Springfield, Illinois; St. Louis, Missouri; Denver, Colorado; and Salt Lake City, Utah, and the teams from the Union Pacific mines soon proved themselves able to compete with the nation's best, carrying off several awards for proficiency in First Aid and helmet work. It was not long before other teams were organized at Hanna and Cumberland, and later at Superior and Reliance. Upon the purchase of the Megeath Coal Company at Winton, First Aid training was actively carried on in that district as well.

On January 1, 1913, Thomas "Safety Tom" Gibson was appointed to the newly created office of Safety Director of The Union Pacific Coal Company, with headquarters at Rock Springs. Committees of mine workers were formed to investigate all serious accidents, and also to make periodic examinations of the mines and to give their recommendations for safety practices. The coal company looked for a decrease in accidents, both fatal and non-fatal, in view of this new program, but they were again to be disappointed. Little of real value was accomplished, largely because the company could not convince its personnel of its good faith. The safety cars of the United States Bureau of Mines continued to make regular visits to all the Wyoming mining districts, training employes in First Aid and helmet work, yet the response continued to be disheartening and the accident toll undiminished. In November of 1913, The Union Pacific Coal Company purchased a combination passenger and baggage car from the Union Pacific Railroad, fitting it out as a Safety car for training purposes, hoping to thus supplement the Bureau of Mines' work. On one of the visits of the Bureau of Mines car to the Rock Springs district, however, it was necessary to send it to the shop for repairs and the coal company car was loaned to the Bureau for a visit to Superior. While there it suffered such damage that it was considered unsafe thereafter to transport it by rail, and it was dismantled and later used as a dwelling house at No. Two Mine, "E" Plane, Rock Springs. Regardless of the further enlarged program, no perceptible reduction in the number of accidents occurring in and around the mines was accomplished.

At this time, however, a new hand was taking over The Union Pacific Coal Company helm. Mr. Eugene McAuliffe assumed the office of President on March 1, 1923, and with him he brought a new outlook to the safety problem and a new firmness and energy in carrying out the company's plans. He did not at once find a way to reduce accidents. Indeed his experiments in that direction did not bear fruit for some time, but the safety program whose foundation he laid then was to prove an epoch-making achievement in mine safety. One of his first moves was to assign Mr. Gibson to other duties and to appoint, on October 1, 1923, Mr. A. W. Dickinson Safety Engineer. Mr. Dickinson was later made General Superintendent and Mr. J. A. Smith, who had long served the company as a mining engineer, was named to succeed him. It is no discredit to these engineers or to Mr. McAuliffe to say that, despite hard work on their part, the company continued to fall short of selling its safety ideas to its employes. The problem was a difficult one, and the solution required time. Time, with men being maimed and killed at an alarming rate, was something the new company President was unwilling to concede. He had a plan in his mind, and this he promptly proceeded to put into effect. The way to reduce accidents was, in his opinion, to reach the individual miner and to penetrate his lack of concern for his own safety, and the way to reach the individual miner, he suspected, was by money rewards and prizes. Therefore, he made the arrangements for a first real prize contest. He proposed

Tono and Cumberland First Aid and Mine Rescue Teams at the International First Aid and Mine Rescue Meet, held at San Francisco, Calif., September 2nd, 3rd and 4th, 1926.

TONO TEAM

Standing, left to right: Geo. Wigley, Joe Peterson, Joe Mossop.

Sitting, left to right: Dave Gilfillan, Fred Pontin (Captain), Bert Peterson.

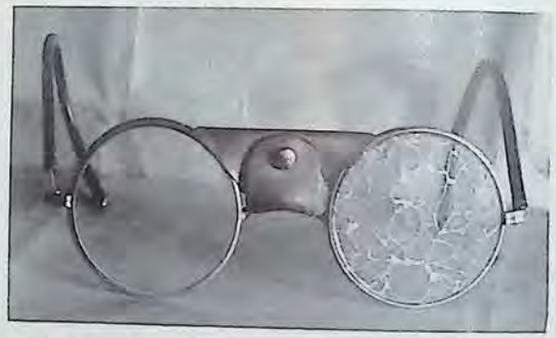
CUMBERLAND TEAM

Standing, left to right: Frank Buchanan, T. H. Robinson, Jr., Charles French.

Sitting, left to right: Lyman Fearn (Captain), Henry Goddard, Charles Clark.

the theory of rewarding the miners for saving their own skins. He decided to put a premium on safety, a premium that no miner could afford to ignore.

The Union Pacific Coal Company plunged into an orgy of prize-giving, under Mr. McAuliffe's guidance. They began by awarding prizes to members of the forces in the districts which worked the greatest number of man-shifts per accident each year, these first prizes taking the form of watches, the men themselves voting who should receive the awards. It was difficult, however, to keep the element of politics out of this system of awards, and it was later abandoned. To the foreman making the best accident records in their mines silverware, oil paintings and other prizes were presented. Various prizes were offered at various times, among them one hundred volumes of selected fiction for the men employed in the mine making the best safety showing. Pennants were awarded for outstanding safety performance. These banners would go to the top of the flagpole and fly for a few days or weeks, thereafter mysteriously disappearing. In spite of all this the same apathetic attitude continued to exist with regard to mine accidents. On February 15, 1930, Mr. V. O. Murray was employed as Safety Engineer, Mr. Smith having requested that he be returned to his former duties in the Engineering Department. After seven years of excellent and effective work as safety engineer, Mr. Murray was transferred, on May 1, 1937, to the position of Mine Superintendent at the Rock Springs mines, and Mr. R. R. Knill was appointed to succeed him.



A pair of goggles that took the blow and saved the eye.

In spite of the apparent failure of his plan, Mr. McAuliffe remained unconvinced that prizes, properly handled, were not the answer to his problem. In 1931 he arranged another contest. To every employe in those sections of the mines which had gone through the year without a lost-time injury, he presented a ticket in a drawing for two five-passenger automobiles. The drawing was held in the Old Timers' Building at Rock Springs, employes attending from all the mining districts. And now at last came the reward of patience and persistence. Here was a prize that produced tangible results! For a chance on a brand new automobile the miners were willing to guard their eyes, to have their cuts treated against infection, and to wear the safety equipment the company urged on them. Mr. George Ward, of Rock Springs No. 4 Mine, and Mr. Florian Avancini, of Superior "E" Mine, were the winners of the two automobiles which

were awarded as first and second grand prizes the first year. The following year Mr. Lawrence Zajec and Mr. John Tomich, both of Superior "C" Mine, each won an automobile. For the year 1933 only one automobile was given, the price of the second automobile being divided into nine cash prizes, so that more men might participate. The automobile was won by Mr. William Dieu, of Superior "C" Mine. For 1934 this same system was followed, Mr. Oscar Lindroos, of Reliance No. 1 Mine, being the winner of the car. The Company's President was on the right track, and he continued to pour money into his safety program, and to preach through the Employes' Magazine that "A Careful Miner is the Best Safety Device." It was his battle cry.

For the year 1935 the contest procedure was changed. Instead of giving an automobile, two trips to Alaska with all expenses paid were awarded as grand prizes. The winners were Mr. J. E. Christensen, of Winton No. One Mine, and Mr. Matt Sampi, of Superior "C" Mine. The results from the award of the trips were not at all encouraging, however, and in 1936 a system of monthly cash awards was established. These consisted of three prizes, $15.00, $10.00 and $5.00 for the men, and $10.00 for the unit foreman, a total of $40.00, distributed by drawing, at each mine which suffered no lost-time injuries during the preceding month. Also $500.00 in cash was distributed at the end of the year in special prizes,

A Vulcan Scraper place cleaned up and ready for cutting machine. Note splendid roof and fine timbering.

this money being divided into ten $10.00 prizes in each of the five districts. In addition to the money, a suit of clothes was given away each month in each district which had gone three or more months consecutively without a lost-time accident. These contests and awards were arranged in no haphazard way; Mr. McAuliffe and his Safety Engineer were experimenting systematically, checking the results of each contest against the accident toll of each month. As a result of their calculations, they returned in 1937 to the awarding of an automobile, the participation in the drawing being extended to include all men who had not sustained a lost-time injury during the year. Mr. Lawrence Bays, of Superior "C" Mine, was the winner. During 1937 the awarding of the suits of clothes was enlarged to provide for one suit at each mine which had gone three or more months without a lost-time accident. In addition to this, novelty prizes were given away each month at the regular monthly safety meetings, these prizes consisting of groceries, hard-toed shoes, jumpers, sporting goods, and other merchandise. The cash awards, too, were also continued monthly at all mines which went through the month without a lost-time accident. Mr. Hugo J. Meirose, an employe of Superior D. O. Clark Mine, was the winner of the automobile for the year 1938. The system of prizes was well organized by this time, and the suits of clothes, monthly cash prizes and monthly novelty or merchandise awards have continued to the present. In addition to this, in July of 1939, the best unsold lot in the Pryde Addition was given to an eligible employe in the same sort of drawing by which the automobile had been awarded in past years.

The man who wore this Hard Hat received a jolt but no skull injury or loss of time.

Were the prizes justified? Was it sensible to pour money and materials into a series of yearly and monthly contests and drawings? Do the returns in reduced accidents prove the entire safety program a success? To answer those questions, one need only turn to the accident statistics for the past seventeen years. In 1923, the year that Mr. McAuliffe took office, there were 16 fatalities and 287 non-fatal injuries. In 1939 there were only 2 fatal accidents and 25 non-fatal ones. The figures speak for themselves. A highly satisfied company continues to place all of its support behind its crusading President's plan, and an amazed coal industry continues to watch this man and this company, who together have shown what great achievements can be made in the field of mine safety.

Of course, The Union Pacific Coal Company has not depended upon prizes alone to insure the lives of its miners. There are other less spectacular but just as necessary devices. There are, for example, a number of pieces of safety equipment for the protection of the miners. One of the most effective of the company's rules for safety is the requirement that all employes must wear goggles with shatter-proof lenses at all times when underground or at work on the surface. Those whose vision is normal are required to wear plano-lens goggles, and those whose vision is impaired in any degree are required to wear goggles ground to suit their particular individual needs. An oculist was employed by The Union Pacific Coal Company, to whom all employes were sent for a visual examination, he prescribing corrected goggles wherever necessary. In this manner, a record of every man's eyesight was obtained, and some of the results were startling, it developing that men who were working in the mines with very limited vision were not aware of this fact, quite a number actually blind in one eye. While this system was subject to some objections initially, the results obtained in cutting down eye injuries have been so outstanding that all employes have now accepted the goggles without question. When the men were first required to wear goggles constantly, some difficulty was experienced in enforcing this rule, but, with the remarkably outstanding results obtained, less objection was manifested, and the men now accept them as part of the mining routine.

Prior to this visual examination, which was first made early in 1933, many forms of goggles had been tried out in the different districts, but without conspicuous success, until the spectacle-type goggle with corrected lenses was installed, these goggles being made by a nationally known optical company. For the eight years prior to the equipping of the men with the corrected goggles, eye injuries averaged fifteen per year. Since 1933, however, with the exception of one man who lost an eye when he was struck in the side of the head with an axe which had come off the handle, there have been no direct injuries to the eyes of any employes, although on several occasions men have had lenses shattered by flying coal, rock, or iron, most of which would have no doubt resulted in the loss of an eye had goggles not been worn.

A pair of goggles, spattered with hot metal, that saved two eyes.

Following this visual examination, no employe was penalized on account of sub-normal vision, although it was necessary to move a number of men to other jobs where the hazards would not be so great. At the time of the examination, the first pair of goggles was furnished free to each

employe. However, all new employes are now required to purchase their own goggles. Inasmuch as many of these new men are young men, the number of corrected goggles now required is nominal.

Similarly with hard hats. Head injuries continued to grow until the hard hats were adopted one hundred per cent. Again there were some objections, but the benefits gained are now so self-evident, that all men wear the "skullgards" cheerfully. The first hats did not fit the men's heads well, and there were many defects in construction, but the manufacturers have done a splendid job in the later types, and now the men wear the hats with a minimum of discomfort. Not only have non-fatal injuries been avoided by the wearing of hard hats, but a number of fatalities have been averted through their use, and the number of accidents has been very materially reduced by the discontinuance of the miners' soft caps. For the ten years ending with 1934, head injuries averaged over thirteen per year. Since that time, however, these have averaged less than one per year.

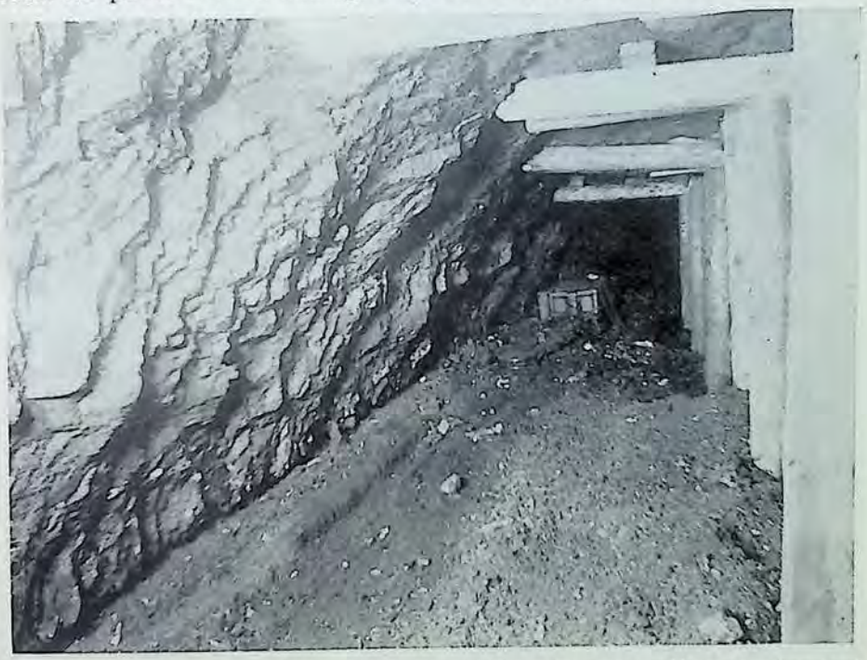
It was not until an order was issued that all men must wear hard-toed shoes that a perceptible reduction in foot injuries took place. The early hard-toed shoes were rather uncomfortable, and there were many objections to their use. It was necessary for men with special jobs, such as rope runners, who are required to do a great deal of walking, to have specially made shoes. A nationally known shoe company now furnishes these shoes in a large variety of types and sizes, and they are used very widely in the United States and in Great Britain. All the company's employes now wear hard-toed shoes, and the decrease in the number of foot injuries has been very gratifying. In the ten years ending with 1934, foot accidents averaged 42 per year, while in the four years since that time they have averaged only 10 per year.

A Hard-Toed shoe, the type that has saved many a broken foot bone.

The number of hand injuries has also been decreased even more than the foot injuries. For the same ten-year period shown above, ending with 1934, injuries to hands, including those to fingers and wrists, averaged 50 per year, while in the five years since then these have amounted to an average of but seven and one-half per year. These should be still further reduced by the use of gloves of a substantial type, as the old cotton gloves afforded little protection for the hands. The introduction of protective gloves has been rather slow on account of the inability of a number of the employes to learn to attend to their routine duties while wearing gloves,

but in a short time all men will be so equipped, and it is expected that the decrease in hand injuries, especially those to the fingers, will be as successful as the results from the wearing of other protective clothing.

Poor lighting was responsible for many accidents in the early days of mining. For non-gaseous mines the old oil lamp was used exclusively, and in gaseous mines the Clanny or Davy lamp, the flame surrounded by wire gauze and glass, was used. Later the carbide lamp was used in non-gaseous mines, and it is still used today in many mines of the United States. The Wolfe Safety Lamp was also used in gaseous mines. The Clanny, the Davy and the Wolfe lamps were equipped with glass chimneys which assisted the lighting. Still, with all these improvements, it was not until the adoption of the electric battery lamp that suitable lighting was brought about in the coal mines of the United States. In conformity with its program of keeping in line with improvements, The Union Pacific Coal Company was one of the first to adopt the electric battery cap lamp. There is no doubt that this type of lighting has resulted in giving the employes underground a very much better light, and has been of great benefit in cutting down accidents. It would be difficult to measure this improvement, but the beneficial results for safety have been material. In addition to this, the introduction of incandescent electric lights, operating from the power lines in haulage ways and working faces, has contributed



Long-wall face cut by machine for Vulcan Scrapers. Note overhang of timbering.

Group of Girl Scouts, Rock Springs, receiving instructions from Engineer Marshall, U. S. Bureau of Mines.

much better lighting facilities, and has further aided in the reduction of mine accidents.

Prior to 1925 many of the jobs done in and around the mines were performed in a rather haphazard fashion, each Mine Superintendent or Mine Foreman doing the same job in an entirely different way, the element of safety being entirely overlooked in some of these operations. In 1925 a Code of Standards governing "Safety Work, Including Construction and Operation," was completed and put into effect. The initial preparation of this book covered a period of nearly two years, and revisions have been made at various times since then whenever necessary on account of changing conditions or improvements in equipment and mining methods. The Code of Standards was again entirely rewritten and distributed in December, 1939. This volume of 182 pages is an outstanding authority on standard methods of work, covering every phase of mine operation. This book, which contains copious illustrations and diagrams, is given to each foreman in charge of work, and the possessors of this code, in doing any standard job, are required to carry out the work in accordance with the standards established. This has resulted in much better and safer mining conditions, especially along the line of electrical work and systematic timbering, and has been the means of reducing many accidents due to faulty installation. The book has been sold in limited numbers to other coal companies in the United States and some of the British Colonies. An order was recently received for one from the Russian Government.

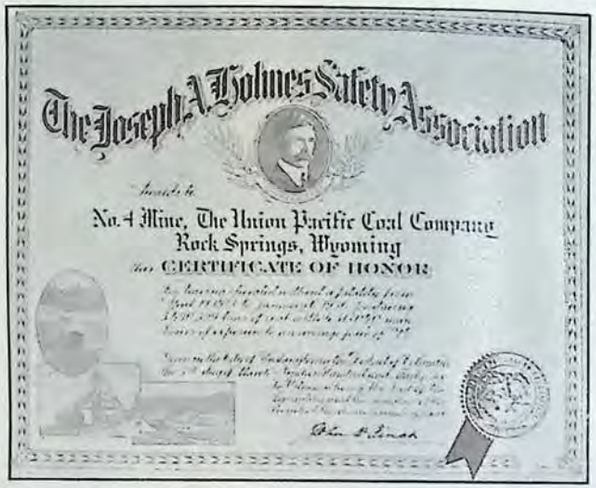
In 1929, and after the Code of Standards had been thoroughly established, a book of "Rules and Regulations for the Government of all

Employes," was completed and distributed, and this book has also been revised and kept up to date. Each employe is furnished with a copy of these rules and regulations, and the book contains suitable instructions for the conduct of all employes while at work. The last revision of this book was made in September, 1939.

For several years First Aid training has been required of all employes of The Union Pacific Coal Company, including the office forces. With the purpose in mind of interesting those not working in the mines in safety, and in the hope that they would help influence the mine workers to work more safely, as well as with the thought of making this in general a better and safer world to live in, the Boy and Girl Scout organizations are taught First Aid and Safety work. Substantial prizes have been for a number of years given to the winning First Aid teams from the various Scout organizations at the Annual First Aid Field Day, held at Rock Springs in connection with the Annual Reunion of the Old Timers' Association. Much enthusiasm is manifested in this work, and the work of the Scout teams runs almost parallel with that of the men's teams. Any one who has seen the high standard of the work performed by these Scouts must feel that the effort has been more than worth while, and on several occasions the Scouts have demonstrated the real value of their training by helping to care for the victims of highway accidents.

Old Miners' Hospital at Rock Springs during the fire of January 4, 1897

Back of the entire program, of course, is the endeavor to reduce mine accidents. However, the first aid training is also given in order to minimize the effects of accidents when they do occur, and all those who take the training must pass the standard Bureau of Mines test in First Aid. Upon passing this test, each employe is given a Bureau of Mines First Aid Certificate, as well as one issued by The Union Pacific Coal Company. As a


The Joseph A. Holmes Safety Association

No. 4 Mine, The Union Pacific Coal Company
Rock Springs, Wyoming
CERTIFICATE OF HONOR

One of the many Certificates received in recent years.

result of all this work for Safety, The Union Pacific Coal Company has been recognized nationally for reducing injuries to its employes, this recognition taking the form of citations from The Joseph A. Holmes Safety Association and the awarding of the "Sentinels of Safety" trophy in the National Safety Competition, both being under the auspices of the United States Bureau of Mines.

The Joseph A. Holmes Safety Association was organized in 1916 by twenty-four of the nation's leading technical societies and mining organizations, to perpetuate the memory of Joseph Austin Holmes, first Director of the United States Bureau of Mines, and a leader in the safety movement. Beginning about 1925 several attempts were made to organize local chapters of The Joseph A. Holmes Safety Association in the various districts in which the company operates, but somehow these efforts met with little success. Each year The Joseph A. Holmes Safety Association recognizes meritorious work for safety by awarding Certificates of Honor to operating companies or to mines, and by presenting medals to individuals who have done outstanding work in this connection. For the year 1931 Rock Springs No. Four Mine and Superior "C" Mine were awarded Certificates of Honor for safety performance, and since that time a total of twenty-one certificates, including four to be awarded this year, has been awarded the various mines for this work.

In addition to the certificates given the company or its mines, a Certificate of Honor was presented to Grover Wiseman, Unit Foreman, Superior "B" Mine, for an outstanding safety record made by the men under his direction over a period of more than four and one-half years of operation without a lost-time accident. Again in 1934, medals and certificates were given to Messrs. Adam Flockhart, John Soltis, Dominic Delparo, William Wilkes, Thomas Whalen, Pio Zandran, and Rudolph Zarko, of Superior "C" Mine, for their work in rescuing two brothers, Johan Gornik and Anton Gornik, Sr., from a fall of rock, this work taking an hour and a half, with further falls constantly threatening, the Gornik brothers suffering but slight injuries due to the prompt and efficient rescue work.

"Sentinels of Safety" trophy won by Superior four times.

Another outstanding nationally known safety award which has been given to the mines of this company is the "Sentinels of Safety" trophy, donated by "The Explosives Engineer," which is the organ of the Hercules Powder Company, and awarded each year by the United States Bureau of Mines through a National Safety Competition. This trophy was won by Superior "B" Mine in 1933, by Superior "C" Mine in 1934, by Superior "D" Mine in 1937, and again by Superior "B" Mine in 1939. In addition to this, Reliance No. One Mine, Superior "C" Mine, and Hanna No. Four Mine received Certificates of

Honorable Mention in the 1939 National Safety Competition. Another interesting award was that made to Mr. John E. Holmes, age 73, employed in the Reliance mines underground, who was awarded a Certificate of Honor for having worked for sixty-three years in twenty-six different coal mines without sustaining a lost-time accident.

The "Sentinels of Safety" trophy is a small statuette cast in bronze, about three feet high, including the pedestal, depicting a young mother with her child in her arms, both awaiting the safe return of the head of the household from his employment, the child with arms extended to greet his "daddy." This trophy serves as a very poignant reminder that safety concerns more than just the workman, and that earnings lost through injuries at work will reflect hardship on the families of the workmen, those near and dear to them, as well as on themselves. The winners of this trophy are allowed to retain possession of it for one year only, when it must be sent to the next winner. However, a plaster replica is permanently awarded the mine which is successful in the competition, so that it may be continually reminded of the value of working safely.

The installation of mechanical loading in the mines of The Union Pacific Coal Company was approached with some trepidation because of the oft-repeated statement that mechanical loading is more dangerous than hand loading, and it was feared accidents would increase rather

THE UNION PACIFIC COAL COMPANY

Comparison of tons mined, and man-hours worked Inside and Outside per Fatal, Non-fatal and All Accidents

THREE 5-YEAR PERIODS AND YEARS 1938 AND 1939

Year	Tons Mined	Percentage Loaded Mechanically	Number of Accidents			Tons Mined per Accident			Man-hours Worked	Man-hours per Accident		
			Fatal	Non-fatal	Total	Fatal	Non-fatal	Total		Fatal	Non-fatal	Total
1923	3,241,105	3.32	16	287	303	202,569	11,293	10,697	5,581,040	348,815	19,446	18,419
1924	2,821,678	5.72	11	237	248	256,516	11,906	11,378	4,340,800	394,618	18,316	17,503
1925	2,779,065	9.55	6	305	311	463,177	9,112	8,936	3,850,664	641,777	12,625	12,381
1926	2,776,245	21.67	8	246	254	347,031	11,285	10,930	3,969,400	496,175	16,136	15,627
1927	2,750,430	40.23	7	244	251	392,918	11,272	10,958	3,607,344	515,335	14,784	14,372
5 yrs.	14,368,523	15.61	48	1319	1367	299,344	10,893	10,511	21,349,248	444,776	16,186	15,617
1928	2,927,390	51.29	8	294	302	365,924	9,957	9,693	3,858,672	482,334	13,125	12,777
1929	3,060,632	57.97	12	270	282	255,053	11,336	10,853	4,126,880	343,907	15,285	14,634
1930	2,897,653	59.42	8	270	278	362,207	10,732	10,423	3,872,648	484,081	14,343	13,930
1931	2,453,527	73.39	6	152	158	408,921	16,142	15,529	3,169,584	528,264	20,852	20,061
1932	2,045,270	81.13	1	59	60	2,045,270	34,665	34,088	2,607,116	2,607,116	44,188	43,452
5 yrs.	13,384,472	63.18	35	1045	1080	382,413	12,808	12,393	17,634,900	503,854	16,875	16,329
1933	2,097,558	90.55	3	40	43	699,186	52,439	48,780	2,543,104	847,701	63,578	59,142
1934	2,402,553	97.41	3	59	62	800,851	40,721	38,751	2,800,683	933,561	47,469	45,172
1935	2,887,731	99.03	8	56	64	360,966	51,567	45,121	3,291,205	411,401	58,771	51,425
1936	3,286,159	99.95	6	48	54	547,693	68,462	60,855	3,744,274	624,046	78,006	69,338
1937	3,315,628	99.50	2	38	40	1,657,814	87,253	82,891	3,707,237	1,853,618	97,559	92,680
5 yrs.	13,989,629	97.18	22	241	263	635,892	58,048	53,192	16,086,503	731,205	66,749	61,165
1938	3,016,978	100.00	2	29	31	1,508,489	104,034	97,322	3,198,325	1,599,162	110,287	103,172
1939	3,261,003	100.00	2	25	27	1,630,501	130,440	120,778	3,357,955	1,678,977	134,318	124,369

than decrease. However, the reverse has been proven to be true, and reproduced here is a table prepared by Mr. McAuliffe for a paper read at the February, 1938, meeting of the American Institute of Mining and Metallurgical Engineers, which tells the complete story of the improvement over fifteen years since 1923, and the remarkable record made during the last five-year period. This tabulation has since been extended to include the performance of the company for the years 1938 and 1939.

This table presents a most interesting record of, first, what for almost ten years proved to be a most discouraging experience, but which, in the past eight years, shows a splendid measure of progress. The results so graphically shown demonstrate conclusively what can be done with a concerted, well organized, safety program, with everyone working together toward the reduction of accidents. Too long the mining industry has approached the reduction of accidents with a more or less fatalistic attitude, feeling that the hazards of the industry were such that little improvement could be made, and that year after year, for a given tonnage mined, a definite number of fatal and non-fatal accidents must occur. Happily, The Union Pacific Coal Company seems to have gotten away from that state of mind.

We have stressed the point frequently that there can be no let-up in Safety work; it is a day-in-day-out, year-in-year-out job, and must be followed up persistently, aggressively, and intelligently, and it is primarily the job of the management to develop an intelligent program and thereafter, with the help of the employes, to carry this out to a successful conclusion.

CHAPTER XXVII.

In Conclusion

After reading the several chapters of the History of the Union Pacific mines, it seems only natural to look back over the century that has elapsed since most of those who participated in the development of the earlier mines were born, indeed, many of the men and women who worked and lived at Carbon and Rock Springs were more than twenty-eight years of age when they came to the property in 1868, seventy-two years ago.

General Ulysses S. Grant was elected President of the United States in 1868, the oldest of six children, the son of a tanner, who after a checkered career in and out of the army, was made Lieutenant General, receiving General Robert E. Lee's surrender at Appomatox, Virginia, on April 9, 1865. The population of the whole United States in 1868, approximated 36,857,627. In 1870, two years after the mines at Carbon and Rock Springs were opened, the first Federal census showed but 9,118 persons other than Indians residents in the entire territory of Wyoming.

Seventy-two years ago life was, as measured by the standards of today, rather primitive. Candles and the kerosene lamp were the common illuminants. Electricity had as yet not been made man's servant, and wives and mothers knitted socks and mittens, and made not only the dresses and underwear worn by themselves and their children, but frequently fashioned the clothes worn by their husbands.

The method of transport used until the railroad appeared was the ox or horse-drawn wagon, a slow and wearisome one, the pioneers too frequently harassed by savage Indians and predatory whites. On these long journeys, children were born and died, and only the strong carried through. Doctors and medicines were unknown luxuries and while frequently without formal church services, the mass of the people had an abiding faith in their God, preserving an element of charity and decency throughout their bitter vicissitudes.

When these men and women came they set about creating some sort of shelter. Braving the burning winds of summer and the shricking blizzards of winter, their quarters were too frequently hopelessly cramped and poorly heated, and with only the most meagre furniture and utensils. Dependent wholly on their own resources for amusement, they made the most of their opportunity, the sick and specially distressed ever the recipients of kindly sympathy and help. There never was a primitive community that did not contain a woman who unconsciously took leadership in the finer and most missed things of life. Mention is made in this History of just such women, who, meeting life with a smile, cheered the discouraged, cared for

the sick, became the idol of adolescent girlhood — even praying for the dying and the dead.

Only those who saw service in the mines of the old days can appreciate the difficulties under which coal was then mined and brought to the surface. Cutting the coal with hand picks (a now lost art), drilling with the crude back-breaking augers of that day, shooting with black powder and squibs, thereafter bringing the coal to the surface in diminutive cars, wooden rails used in rooms and animal haulage throughout, until distance and grade made a power hoist necessary. Both hoist and boiler room equipment was usually inadequate, and the low pressure steam that was carried into the mines to operate the pumps was usually but hot water when it reached the old Gould, Cameron and other straight line pumps. We often wonder if the heat rising from the long steam lines leading to the mine bottom was not an element that helped an otherwise insufficient ventilation. However this may be, few mines were adequately ventilated by the upcast furnaces or small steam driven fans of that day.

To rehearse the difficulties that men worked under in the old days would be fruitless, unless a knowledge of those early hardships will serve to inspire those of us who live in easier days. Much that was done at Old Carbon and Rock Springs in the sixties and seventies, was not far removed from the days of Agricola in the metal mines of Germany in 1558, as set forth in the monumental translation from the Latin made by Mr. Herbert Hoover and Mrs. Hoover, or the practice set forth in the "Compleat Collier," the first treatise written on Coal Mining published in the year 1708. Doubtless if those of this generation were stripped of the superficial, that tends to submergence today, they would develop the same measure of courage and adaptability that was shown in the earlier days.

Many changes in the conduct of the Company's mines have taken place in the past seventy-two years, those which occurred in the past twenty years rather startling when compared with the practices of the preceding half century. Two outstanding changes well set out in the History perhaps deserve further comment. First the progress toward improved Safety, won only after ten long years of intensive effort, 1923 to 1932. During these ten years a total of $1,019,176.35, was spent in furthering the cause of Safety and yet over the ten years in which 27,752,995 tons of coal was mined a lost-time accident occurred for each 15,931 man-hours of exposure. In the last half of 1931, betterment appeared, and in the third five-year period, 1933 to 1937, man-hours per accident rose to 61,165. Then in 1938, came a further startling advance, 103,172 hours, with a new high point in 1939, which reached 124,369 man-hours of exposure to each of the 27 lost-time accidents, which tragically included two fatalities.

During the seventeen years covered in the preceding paragraph, the volume of coal mined mechanically rose from 3.32 per cent in 1923, to full 100 per cent in 1938, proving conclusively that the expanded use of power driven cutting, drilling and loading machinery, underground, was not only

compatible with Safety, but, more than that, contributed heavily toward same. Separate from the factor of improved safety the extraction in tons per acre of mineral has been increased approximately one hundred per cent, and, what is equally important, coal of good quality included in the area allocated to individual mines, too thin to work economically by the old hand methods, has been mined with the help of power driven machinery. Many unwarranted opinions to the effect that mechanization is responsible for additional mine accidents are yet made from time to time, even by those who know that since the extension of mechanical loading in American mines, the accident ratio has decreased nationally, and that the most exemplary safety records now being made are credited to mines that are fully mechanized.

Among the outstanding contributions to Safety made in the mines covered by this History is that of adequate ventilation secured by sinking up-cast air shafts located as near as possible to the boundary of the property, thus reducing friction head and stopping losses, insuring adequate ventilation at the face where explosions in gaseous mines originate. Adequate rock-dusting and water carried into every working place under pressure, for use on the cutter-bar of each and every mining machine, and for sprinkling purposes, represents a second line of defense woefully lacking in the old days. Safety clothing in the form of protective hats, shoes, gloves and goggles, for years a definite part of each workman's equipment, worn at all times when on duty, above and below ground, has made a definite contribution to the cause of Safety, and the substitution of electric battery lamps for the carbide lights which had succeeded the fetid smoking oil lamps of the earlier days, has not only made for the prevention of possible explosions, but has added materially to visibility. A Code of Standards and a Book of Rules, with continuous instruction in the art of Safety, have likewise contributed toward a better accident record, but above and beyond all, and in spite of many past misgivings, now happily gone, the men who pay the penalty of accident now give the Company their unqualified support in forwarding the Safety Movement.

Wyoming, especially in the desert portion, where the Company's mines are located, in addition to resting at a high elevation (Hanna, 6,775, Rock Springs, 6,263, Reliance, 6,717, Winton, 7,267, and the portal of the D. O. Clark Mine at Superior, 7,265 feet above sea level), suffers frequent high winds, making living uncomfortable for people of a nervous temperament, more so when their minds are not happily occupied, a situation which has been materially helped by a more liberal supply of water, making possible trees, grass and flowers. Better schools with gymnasiums for the youth, community houses for the women and girls in particular, in which to meet for community or more individual gatherings, churches and Sunday Schools, paved roads and an almost universal automobile ownership, plus radios, telephones, and household refrigeration, have all made a contribution to better living.

Beyond all in importance, though little thought of by many, is the permanence of employment that exists on the property. Every employe

who is willing to maintain a reasonable standard of conduct has a permanent position unless invalided by physical incompetence, when the disqualified employe having twenty years service is pensioned, more than a hundred such pensions granted within the past seventeen years. Employes are not tossed in the discard from age on the Union Pacific properties, and unless a beneficent government takes over the pensioning of the older employes the established arrangement will be continued.

There exist on the property four well uniformed and well trained bands, fully equipped with brass and reed instruments, three of which are trained by Mr. James Sartoris of Rock Springs, together with the splendidly equipped and trained McAuliffe's Kiltie Band, the pipers and drummers fully costumed in Royal Stewart Plaids, plus sporran, *skean-dhu*, and heckle, the gallant Drum Major Arthur L. Anderson wearing an East Indian leopard skin and imposing busby. The former Pipe-Major, Mr. William H. Wallace, who organized and so splendidly trained the band, was recently succeeded by Pipe-Major Alec (Sandy) Davidson. The Kilties first, and then only piper, Mr. James Noble, who was disabled in 1935, is held in continuous and deep affection by the younger Kilties. The five organizations lend color and life to the recurring Old Timers' reunions and many lesser celebrations within and outside Wyoming.

The outstanding creation of the past twenty years was the organization of The Union Pacific Coal Company's Old Timers' Association, which held its first reunion at Rock Springs on June 13, 1925, with 269 members, their wives and guests in attendance. The Reunion, not yet having attained the dignity of an outside speaker, the writer in 1925, in addressing the Old Timers said in part:

> "I would like to know that you will all leave this meeting for a few short moments tonight, journeying back to the land of memory, back to the days when you were younger, when gray hairs seemed a long way forward, and when your wives were first your sweethearts, as I hope they are yet. It does us no harm to travel back along the old road, recalling the friendships of early days, the faces of those we know and worked with, and loved, how much perhaps we did not rightfully measure then. A man cannot be eligible to your association whose years are such that he does not stand at least midway on the trail; behind lies youth, ambition, dreams, often mixed with sorrows that seemed insurmountable then; in front the trail winds westward toward the sun, the end we cannot see, but it is somewhere ahead. If you men and women who are here tonight will forget all that was harsh and unfriendly in the past, recalling that which was joyous and cheery and lovable (and there is lots of such in the world), you will have a good time and you will want to come again."

Fifteen — nearly sixteen years have passed since that memorable June day in 1925, and in the meantime the Association has grown to numbers, dignity and influence, the roster carrying on the occasion of

the Fifteenth Annual Reunion held on June 17, 1939, a total of 752 members, (795 names listed as of April 1, 1940), with from twenty to sixty years of service, some of these scattered throughout the western states, with twelve old Chinese veterans of the bitter days of 1885 living in far off China. We are proud to acclaim these elder employes and it is a joy to know that many of them have sons, grandsons, and even great-grandsons, working in the Company's mines. Predatory dual Union representatives have from time to time entered the field for selfish controversial purposes, but from September 1, 1907, when the mine workers of Wyoming were first organized, a continuing contract has been maintained with the United Mine Workers of America, to the satisfaction of all concerned, and no labor trouble, local to Wyoming or the properties, has occurred in the third of a century of contract agreement.

In the preface to this History of a great property, great in tradition, in importance to the west and in its working personnel, the statement was made that numerous men and women put their findings together to make

The monument which was dedicated Sept. 17, 1938, to the commemoration of the first mining of coal at Rock Springs, Wyoming. The monument is of granite and is located in the Union Pacific Railroad Company station grounds.

the story such as it is. There is, however, one man whose long connection with the property made it possible for him more than any other to supply much that was history. Mr. George B. Pryde, who would not write his own story, contributed more than any other person to the task. In 1968, only twenty-eight years away, a century of operation will have passed, and doubtless there will be at that time men and women who will feel proud to complete the then century-old History of the Union Pacific mines.

Before closing, the names of two others who have throughout the past twenty years, made it possible by their sympathetic help and understanding, to bring the property up to its present standing should be mentioned. Mr. Carl R. Gray who came to the Railroad on January 1, 1920, and who passed away while serving the Railroad as Vice Chairman of its Board of Directors on May 9, 1939, was the first of these. Mr. Gray addressed the Old Timers' Association at Rock Springs on June 11, 1932. The second man to whom much is indebted is Mr. W. M. Jeffers, who succeeded Mr. Gray as President of the Railroad on October 1, 1938. Mr. Jeffers also addressed the Old Timers at Rock Springs at the Reunion held June 17, 1939. It is the standard of service set by these two men that has served to inspire the management of the Coal Company throughout.

To all our employes, old and young, far and near, and to the army of men scattered throughout the west who once worked in the mines we send our combined greetings.

Eugene McAuliffe.

Omaha, Nebr.
June 1, 1940.

APPENDICES

Roster of Membership Old Timers' Association
The Union Pacific Coal Company

Name	*Entered Service at*	*Year*
ABRAHAM, DAVID	Rock Springs	1881
ARMSTRONG, JACK	Almy	1888
Anselmi, Germano*	Rock Springs	1891
ANDERSON, A. H.*	Twin Creek	1883
ANGELOVICH, WILLIAM	Rock Springs	1891
ANGELOVICH, STEVE	Rock Springs	1891
ANGELOVICH, SHANDOW	Rock Springs	1895
Annala, Oscar	Carbon	1900
ATTRYDE, JAMES*	Almy	1890
Ackerlund, S. E.*	Cumberland	1901
Askey, William	Cumberland	1901
Abraham, John	Rock Springs	1881
Attryde, Edward	Spring Valley	1902
Anderson, Henry (Colored)	Hanna	1904
Anderson, John (Colored)	Hanna	1904
Adams, John	Rock Springs	1907
Anderson, W. B.*	Rock Springs	1909
Anselmi, Michael	Rock Springs	1899
Anderson, Alfred R.	Superior	1907
Anselmi, Anton	Rock Springs	1904
Anselmi, Felix	Superior	1910
Auld, Archie	Rock Springs	1909
Albertini, Camillo	Rock Springs	1911
Amizich, Martin	Rock Springs	1910
Aalto, Fred	Spring Valley	1904
Alakapsa, Eric	Rock Springs	1903
Angeli, Charles	Superior	1909
Armstrong, Robert	Rock Springs	1911
Addy, Charles	Echo	1898
Arnoldi, Joseph	Superior	1907
Apostalakis, John	Hanna	1911
Acker, John	Superior	1912
Angeli, Rudolph	Superior	1914
Abram, Joseph	Rock Springs	1904
Ahola, William	Hanna	1917
Ainsworth, Charles F.	Hanna	1916
Angeli, Joseph	Superior	1913
Anzele, John	Rock Springs	1913
Armstrong, Thomas L.	Rock Springs	1916
Anselmi, Ernest A.	Rock Springs	1918
Aho, Frank J.	Rock Springs	1914
Anderson, Arthur L.	Rock Springs	1917

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Besso, Martin*	Rock Springs	1901
Buxton, Ralph J.	Rock Springs	1900
Balen, Marco	Rock Springs	1904
Bartela, John	Rock Springs	1901
BERGQUIST, EMIL	Rock Springs	1886
BELMAN, ROBERT (Colored)*	Rock Springs	1891
BOW, JOSEPH	Rock Springs	1881
Brawley, James J., Sr.	Rock Springs	1900
Booker, A. U. (Colored)	Rock Springs	1899
Briggs, Joseph	Spring Valley	1904
Briggs, W. A.	Spring Valley	1904
BUTLER, THOMAS H.	Carbon	1881
Brooks, Charles (Colored)*	Hanna	1898
BUEHLER, O. C.	Hanna	1894
Brown, George A.	Hanna	1905
Benson, George*	Carbon	1894
BEAN, WILLIAM, SR.	Grass Creek	1880
BLACKER, E. GEORGE	Almy	1884
BOAM, PETER, SR.	Almy	1877
Balog, Steve	Rock Springs	1896
Besso, James	Rock Springs	1893
Boam, Peter, Jr.*	Almy	1889
Begovich, Mike	Rock Springs	1904
Begovich, Marko	Rock Springs	1905
Begovich, Nick	Rock Springs	1904
Begovich, John	Rock Springs	1904
Blackwood, J. W.*	Almy	1888
Borzago, John	Rock Springs	1903
Bedford, R. L.	Spring Valley	1902
Bagnell, John G.*	Grass Creek	1885
Bittance, Frank	Cumberland	1901
Buchanan, Archie*	Grass Creek	1881
Bozner, Frank	Rock Springs	1904
Briscoe, F. P.	Omaha	1900
Beyers, John (Colored)	Rock Springs	1907
Bonini, Peter	Rock Springs	1907
Borcich, Mike*	Rock Springs	1903
Brooks, Edward	Hanna	1907
Bergamo, Enrico	Rock Springs	1907
Behring, Anthony	Rock Springs	1906
Bernik, Frank	Rock Springs	1906
BELL, DAVID V.	Wamsutter	1889
Baillie, W. D.*	Hanna	1907
Balen, Duigi	Rock Springs	1909
Bercich, Peter*	Rock Springs	1907
Bakka, Edward*	Cumberland	1910
Batich, Matt	Rock Springs	1910

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Bergren, Lauri	Rock Springs	1903
Bogus, John	Rock Springs	1908
Borman, Charles*	Tono	1909
Bozovichar, Ignace	Cumberland	1906
Byman, John	Hanna	1904
Bean, W. H.	Cumberland	1910
Boardman, A. J.	Tono	1908
Brindley, Hugh	Hanna	1910
Burns, Patrick	Rock Springs	1910
Burns, John	Reliance	1910
Baro, Mike	Superior	1912
Burns, Nick	Cumberland	1907
Babich, Steve	Rock Springs	1913
Barwick, John	Superior	1913
Borcich, Daniel	Superior	1913
Boscich, Mark L.*	Rock Springs	1911
Bailey, A. W.	Hanna	1912
Bain, Emmett (Colored)	Hanna	1904
Bergant, Jacob	Rock Springs	1913
Bernard, Blaz	Rock Springs	1913
Bok, Andrew*	Rock Springs	1913
Borgogno, Gregorio	Superior	1913
Buchanan, Frank	Cumberland	1913
Baldridge, E. T.	Cheyenne	1915
Bemis, Charles W.	Rock Springs	1915
Berakis, Steve	Rock Springs	1910
Bergamo, Frank	Rock Springs	1913
Balen, George	Rock Springs	1916
Bucho, Steve	Superior	1910
Budak, George*	Rock Springs	1915
Behring, William	Rock Springs	1914
Biro, John	Hanna	1916
Bluhm, Reynold	Rock Springs	1915
Besso, John S.	Reliance	1916
Birleffi, Luigi	Cumberland	1917
Bitango, John	Rock Springs	1917
Bombagi, John	Superior	1917
Bonella, Thomas	Superior	1911
Baird, Anna S.	Rock Springs	1917
Besso, Ernest	Reliance	1915
Birleffi, Modesto	Cumberland	1916
Blacker, George, Jr.	Cumberland	1917
Boam, John	Hanna	1918
Bosnich, Daniel J.	Reliance	1918
Butler, Benjamin F.	Rock Springs	1914
Cukale, Frank*	Rock Springs	1904
CROFT, THOMAS*	Rock Springs	1882

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
CHEE, LAO	Rock Springs	1880
Chung, Ah	Rock Springs	1883
Chokie, John*	Rock Springs	1888
Clegg, Arthur	Rock Springs	1893
Chee, Ah	Rock Springs	1892
CROFT, CHARLES W.	Rock Springs	1888
Collins, Gus	Hanna	1904
Choate, Julian	Hanna	1901
COX, ROBERT*	Carbon	1881
Cook, Thomas*	Rock Springs	1890
Cardwell, Robert	Carbon	1878
Cole, John	Carbon	1897
Clark, Joseph*	Rock Springs	1889
Cook, Edward*	Rock Springs	1904
Chinn, Ah	Rock Springs	1881
Chung, Leo*	Rock Springs	1874
Crawford, J. H.	Hanna	1901
CUMMINGS, DENNIS	Hanna	1895
Chambers, Dr. Oliver	Rock Springs	1903
Cummings, Robert	Hanna	1905
Clark, Fred	Rock Springs	1907
Cummings, Roy	Hanna	1906
Croft, Myrle	Rock Springs	1905
Chaussart, Peter	Hanna	1900
Christian, Wm. C. (Colored)*	Hanna	1900
Clark, I. J.	Gateway	1899
Clark, Robert	Tono	1907
Corazza, John*	Rock Springs	1907
Crank, George	Tono	1909
Conzatti, Edward	Superior	1909
Conzatti, Felix	Superior	1909
Craver, Ezra H.	Bitter Creek	1904
Curtis, Peter	Green River	1906
Caine, Benjamin	Superior	1910
Campbell, John	Hanna	1911
Conzatti, Nick	Rock Springs	1898
Carlson, Carl J.	Rock Springs	1911
Carter, A. C.	Superior	1909
Chadwick, Herbert	Superior	1909
Colvin, Albert	Tono	1912
Cook, William, Sr.	Almy	1895
Calliori, Battista	Superior	1912
Collins, John	Rock Springs	1908
Croft, Clyde	Rock Springs	1913
Crombie, William	Cumberland	1906
Chesnjevar, Anton	Superior	1913
Card, William	Rock Springs	1900

NOTE: Life members shown in capitals
* Deceased

Name	Entered Service at	Year
Cook, Benjamin	Hanna	1915
Calleoni, Ricardo	Superior	1913
Clark, Wendell B.	Cumberland	1917
Crippa, Paul	Rock Springs	1914
Carnahan, William	Hanna	1917
Cook, Arthur	Rock Springs	1917
Cotsifakis, George	Hanna	1911
Cruickshank, George	Hanna	1917
Castigliano, Severina	Rock Springs	1917
Crombie, Bert C.	Hanna	1914
Donnjan, Tony	Rock Springs	1904
Dorigatti, J.	Rock Springs	1901
Darling, George N.	Rock Springs	1901
DOAK, JOHN, SR.	Rock Springs	1894
Durham, Charles H.*	Rock Springs	1888
DAVIS, WILLIAM*	Rock Springs	1886
DYETT, JOSEPH	Rock Springs	1883
DEWAR, JAMES R.	Omaha	1886
Delpria, John	Rock Springs	1891
Daniels, John	Spring Valley	1901
DAVIS, THOMAS*	Rock Springs	1899
DONA, BONIFACIO	Rock Springs	1889
Drysdale, John*	Rock Springs	1892
Demullier, Tony	Rock Springs	1898
Daniels, Daniel	Almy	1896
Dexter, Richard, Sr.	Cumberland	1901
DOANE, A. H.	Omaha	1893
Daniels, Elijah	Almy	1900
Dickinson, William	Hanna	1906
Dugas, Paul*	Rock Springs	1906
Dolgas, Mike*	Superior	1908
Davis, Henry	Rock Springs	1908
Dexter, John	Cumberland	1908
Dierden, Lou	Superior	1910
Dunn, Edwin	Rock Springs	1911
Dodds, Ray	Hanna	1910
Dagres, Gust	Rock Springs	1913
Dellai, Attilio	Rock Springs	1909
Dexter, Samuel	Cumberland	1901
Dalsasso, Arcangelo	Superior	1914
Dalnodar, Bort	Superior	1913
Dorighi, Erman	Superior	1913
Drnas, Tony	Rock Springs	1913
Demshar, Jack	Rock Springs	1909
Deneley, Aaron, Sr.	Reliance	1912
Dona, John	Cumberland	1916
Davis, David	Tono	1917

NOTE: Life members shown in capitals
* Deceased

Name	Entered Service at	Year
Dasovich, Peter	Reliance	1917
Elias, A. V.	Rock Springs	1900
ECKMAN, NELS	Hanna	1890
ERICKSON, CARL	Hanna	1893
EDWARDS, THOMAS T.*	Rock Springs	1879
Evich, John	Rock Springs	1905
Edwards, D. R.	Almy	1893
Eliason, Matt	Rock Springs	1895
Ecker, Luigi	Rock Springs	1905
Eynon William	Grass Creek	1885
EDWARDS, T. L.	Almy	1888
Evans, Jack	Rock Springs	1891
Eori, Frank*	Rock Springs	1910
Ebeling, Rudolph	Reliance	1912
Easton, Alex	Reliance	1914
Easton, John	Reliance	1914
Erzen, Benjamin	Rock Springs	1913
Edlund, Mandy	Hanna	1913
Edwards, Thomas, Jr.	Cumberland	1916
Ellis, Morris	Superior	1916
Ellis, William	Superior	1917
Fearn, Lyman	Cumberland	1904
Foster, Thomas	Rock Springs	1899
Fitchett, George	Rock Springs	1889
Fearn, James	Cumberland	1905
Fortuna, Andrew*	Rock Springs	1902
Fong, Ah	Rock Springs	1884
Farno, Joseph*	Rock Springs	1892
FIRMAGE, JOHN, SR.	Rock Springs	1888
Faddis, David T.	Cumberland	1901
Frank, Alex M.	Rock Springs	1905
Felix, Edward	Cumberland	1901
Fabiny, John	Rock Springs	1907
Firmage, John, Jr.	Rock Springs	1907
Finch, James	Hanna	1907
Freeman, William	Hanna	1908
Friend, Charles	Tono	1907
Farantt, John	Superior	1910
Flaim, Peter	Rock Springs	1910
Famich, John*	Cumberland	1907
Franch, Achille	Superior	1908
Fischer, Joseph*	Rattlesnake	1908
Forsyth, John	Tono	1911
Floretta, Adolph	Superior	1913
Fowkes, R. W.	Almy	1892
Farnsworth, Charles W.	Cumberland	1901
Fauri, Luigi	Superior	1913

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Forakis, Paul A.	Hanna	1912
Foote, Donald C.	Hanna	1914
Fugino, Jenpi	Cheyenne	1910
Faddis, James P.	Cumberland	1905
French, Charles, Sr.	Cumberland	1912
Fusik, Nick	Cumberland	1916
Fermelia, John	Hanna	1915
Fermon, Benjamin F. (Colored)	Rock Springs	1919
GREGORY, CHARLES	Rock Springs	1895
GENETTI, JAMES*	Rock Springs	1891
Golob, Frank	Rock Springs	1904
GREENWOOD, ALEX	Carbon	1892
GLAD, JACK*	Dana	1891
Goddard, John	Spring Valley	1903
Goddard, Harry*	Almy	1884
GIBBS, RICHARD	Scofield	1894
Grosso, Barton	Rock Springs	1897
Ganzler, John*	Rock Springs	1905
Griffith, James A.	Omaha	1886
Gonzales, James*	Rock Springs	1900
Grass, August*	Rock Springs	1892
Gledich, Joseph	Rock Springs	1901
Gregory, Hugh	Rock Springs	1899
Goddard, William	Spring Valley	1901
Groutage, H. J.	Spring Valley	1898
Groutage, Winn H.	Spring Valley	1890
Giovale, John	Rock Springs	1907
Gentilini, August	Rock Springs	1905
Gentilini, James	Rock Springs	1891
Gillispie, Nathan (Colored)	Hanna	1907
Gratrakis, Gust*	Hanna	1909
Griffiths, Lewis	Rock Springs	1900
Georgelakis, George	Superior	1911
Galassi, Peter	Cumberland	1912
Gerrard, James	Rock Springs	1912
Goddard, Walter	Cumberland	1913
Graber, Frank	Hanna	1915
Grillos, John	Hanna	1913
Gaskell, Albert	Hanna	1917
Grohar, Peter	Cumberland	1917
Gilfillan, David B.	Tono	1913
Glavata, Peter	Rock Springs	1917
HOW, AH	Rock Springs	1917
HIM, AH*	Rock Springs	1884
Hughes, W. W.*	Rock Springs	1882
Hunt, J. M. (Colored)	Carbon	1893
Henkell, A. T.*	Hanna	1898
	Hanna	1905

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Hill, Ludvig	Hanna	1900
Haikio, Jack*	Rock Springs	1890
HUNTER, JOHN, SR.	Almy	1888
Holen, John O.*	Baldwin	1881
Hood, Andrew G.	Almy	1898
Henkell, Theo. P.*	Hanna	1874
Hardin, Albert	Rock Springs	1905
Harvey, Ben	Rock Springs	1897
Harvey, Moses*	Rock Springs	1885
Holmes, John*	Rock Springs	1886
Hopp, Charles	Rock Springs	1889
Hanlon, Daniel	Cumberland	1904
Hodgson, Colin	Hanna	1905
Huhtala, J. A.	Hanna	1905
Hill, John*	Carbon	1898
Hensala, Charles*	Rock Springs	1906
Higgins, Charles	Hanna	1906
Hattori, I.	Hanna	1907
Homan, Harold	Cumberland	1908
Hicks, Albert	Rock Springs	1897
Hill, William	Rock Springs	1902
Hill, Robert H.	Rock Springs	1907
Hanking, Edward	Superior	1910
Hall, David	Tono	1910
Hill, E. M.	Rock Springs	1899
Hafner, John K.	Rock Springs	1906
Hansen, Nels	Rock Springs	1885
Hudson, Charles G.	Hanna	1911
Hughes, John B.	Hanna	1913
Harrington, H. J.	Rock Springs	1909
Harrison, James	Hanna	1913
Hill, John W.	Rock Springs	1911
Hakala, Anselm*	Hanna	1914
Harakopis, Chris	Rock Springs	1911
Hekkanen, Ernest	Cumberland	1906
Huhtala, Eli	Hanna	1913
Hatzis, George	Cumberland	1916
Hyvonen, Andrew	Hanna	1915
Hamblin, C. W.	Cumberland	1916
Harrigan, Hugh	Rock Springs	1906
Henningsen, E. R.	Hanna	1916
Holma, Anton	Hanna	1909
Hudson, James	Superior	1913
Highley, Charles F.	Rock Springs	1917
Homan, Del	Cumberland	1916
Holmes, John	Superior	1917
Hansen, Hans	Rock Springs	1913

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Hathis, Frank J.	Hanna	1914
Iredale, Joseph	Carbon	1878
Isaacson, John	Carbon	1897
Ishizaki, Kichsa	Hanna	1909
Jugovich, Anton	Rock Springs	1902
JOHNSON, AXEL	Rock Springs	1890
JONES, JOHN E.*	Rock Springs	1891
JAMES, JESSE	Rock Springs	1892
Julius, Louis*	Rock Springs	1899
Johnson, Eli	Hanna	1905
Jackson, Joseph*	Carbon	1900
JOHNSON, AXEL	Rock Springs	1895
JOHNSON, CHRIS	Rock Springs	1885
Jelouchan, Thomas	Rock Springs	1905
Jones, J. W.	Carbon	1894
Jim, Ah*	Rock Springs	1881
James, Thomas*	Rock Springs	1905
James, Harry	Rock Springs	1904
Jones, Evan	Carbon	1901
Jenkins, D. M.	Cumberland	1902
Jelouchan, Alex	Rock Springs	1906
Johnson, John K.	Hanna	1899
Jereb, Joseph	Rock Springs	1907
Jetkoski, Joseph*	Cumberland	1905
Jackson, William	Rock Springs	1908
Jugovich, Anton A.	Rock Springs	1907
Jackson, Joseph*	Rock Springs	1908
Jones, Henry	Hanna	1910
Jelaca, Tony	Superior	1909
Jones, Joseph	Hanna	1913
Jones, John	Hanna	1913
Johnson, Clarence	Reliance	1913
Jelaca, Joseph	Superior	1915
Jensen, Nels	Omaha	1889
Jerasha, John	Superior	1912
Jerasha, Louis	Superior	1913
Johnson, J. K.	Hanna	1909
Johnson, Walter	Cumberland	1915
KRICHBAUM, GEORGE, SR.*	Baldwin	1888
Kovach, Joseph	Rock Springs	1905
Kudar, Ignatz	Rock Springs	1904
Kaminiski, John	Rock Springs	1902
Kormus, Joseph	Rock Springs	1899
Kim, Leo	Rock Springs	1900
Kuheli, Matt	Rock Springs	1902
Koski, John	Rock Springs	1903
Kumpula, Eli	Hanna	1901

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Knutt, Jacob	Hanna	1904
Kobler, John	Cumberland	1900
Kolesar, John	Cumberland	1903
Kukoy, Paul*	Cumberland	1903
Kong, Joe	Rock Springs	1880
Kwong, You*	Rock Springs	1883
Klemens, Matt	Rock Springs	1903
Knezevich, Bozo	Rock Springs	1904
Kjelquist, August*	Rock Springs	1893
Kelly, Joseph	Rock Springs	1900
Kulich, John	Rock Springs	1898
Kautto, Albert	Hanna	1904
Kampsi, Charles	Cumberland	1906
Kumar, John	Rock Springs	1906
Knox, James	Rock Springs	1906
Kudar, John	Rock Springs	1902
Krichbaum, Henry	Rock Springs	1907
Konishi, Frank*	Hanna	1909
Kramer, Joseph	Rock Springs	1907
Krupa, Casper*	Superior	1909
Kinghorn, John	Rock Springs	1894
Koozner, Anton	Rock Springs	1909
Kouris, Marinus	Hanna	1909
Kalister, John	Superior	1909
Kensche, Herman	Superior	1910
Kettle, John	Superior	1911
Knezevich, Louis	Rock Springs	1911
Knezevich, Marko*	Rock Springs	1906
Knezevich, Nick	Council Bluffs	1907
Kragovich, Nick	Cumberland	1908
Kalan, Gregor	Reliance	1912
Kobler, Martin	Rock Springs	1913
Kladianos, Louis	Superior	1913
Kmetich, Frank*	Superior	1913
Korogi, Mike	Rock Springs	1898
Kroger, Peter	Hanna	1909
Kivi, John	Hanna	1913
Korhonen, Seth	Reliance	1913
Kosai, S.	Evanston	1910
Kussaki, Hachiro	Hanna	1911
Knezevich, Marion	Superior	1916
Kauchich, Steve	Superior	1916
Krik, Kasper	Rock Springs	1917
Krza, John	Rock Springs	1918
Kallas, Michael	Cumberland	1919
Kaul, Floyd A.	Winton	1918
Keehner, Edward R.	Rawlins	1918

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Kerr, Gaddis	Hanna	1918
Koman, John J.	Superior	1916
Kovach, John	Reliance	1919
Litt, Yee	Rock Springs	1896
Lisko, George	Rock Springs	1901
LEWIS, BENJAMIN	Rock Springs	1891
LeMARR, THOMAS M.	Rock Springs	1880
LEE, WILLIAM K.*	Baldwin	1882
Lee, Joseph	Carbon	1904
Lucas, Joseph	Hanna	1904
Lindroos, Oscar E.	Rock Springs	1902
Lasko, John	Rock Springs	1896
Leadbetter, Benjamin*	Rock Springs	1905
LACEY, JOHN W.*	Cheyenne	1886
Louma, John	Hanna	1899
Love, Thomas	Carbon	1901
Lee, John	Hanna	1907
Leivo, Leander	Hanna	1907
Lewis, Richard, Sr.*	Rock Springs	1886
Lehti, John	Hanna	1904
Lacroix, Hubert	Cumberland	1909
Lahti, Mike	Rock Springs	1906
Leino, John	Rock Springs	1908
Lappala, August	Hanna	1910
Lind, John*	Rock Springs	1906
Lambros, Spiros	Superior	1907
Lemich, Louis	Superior	1910
Lynn, Waino	Hanna	1910
Lemoine, Joseph H.	Hanna	1911
Lightner, Charles	Rock Springs	1907
Lipponen, Peter	Cumberland	1901
Lauder, A. C.	Superior	1907
Lewis, Richard, Jr.	Rock Springs	1912
Lehto, Frank	Hanna	1911
Leesco, John	Cumberland	1914
Lewis, John R.	Rock Springs	1912
Libby, James L.*	Rock Springs	1906
Levar, Nick	Superior	1918
Larsen, Joubert L.	Rock Springs	1916
McMillan, William	Rock Springs	1902
McMahon, Peter*	Rock Springs	1888
McTEE, JOHN, JR.	Rock Springs	1896
McTEE, JOSEPH, SR.*	Rock Springs	1890
McIntosh, William*	Rock Springs	1895
McCARTY, FRANK L.	Almy	1886
McTEE, JOHN, SR.*	Rock Springs	1889
McMillan, Robert*	Rock Springs	1885

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
McDonald, Jake*	Rock Springs	1900
McIntosh, James	Rock Springs	1904
McAllister, Hugh	Rock Springs	1886
McMurtrie, Thomas*	Rock Springs	1906
McLennan, Jasper M.	Hanna	1908
McPhie, James A.	Rock Springs	1897
McMillan, Bert	Rock Springs	1910
McLean, Hugh	Superior	1909
McLeod, James T.	Rock Springs	1906
McDonald, Roy, Sr.	Rock Springs	1908
McClelland, Jas. V.	Superior	1912
McPhie, William	Cumberland	1914
McMahon, Dewey	Rock Springs	1914
McGregor, Evan	Rock Springs	1917
McGraw, Edward F.	Reliance	1918
Macdonald, James V.*	Rock Springs	1898
Macdonald, James, Sr.	Rock Springs	1898
Morrison, Matt	Rock Springs	1889
Morris, T. W.*	Rock Springs	1900
Mrak, A.	Rock Springs	1904
MATSON, SAM	Rock Springs	1888
MURINKO, MICHAEL, SR.*	Rock Springs	1891
MOFFITT, C. E.	Rock Springs	1893
MOON, WILLIAM	Rock Springs	1898
MARUSHAK, JOSEPH*	Rock Springs	1891
MOON, JAMES*	Almy	1874
Manazot, Charles*	Hanna	1903
Morrow, Matthew	Cumberland	1902
Mattonen, Matthew*	Rock Springs	1899
Miller, Joseph, Sr.	Rock Springs	1897
MORGAN, THOMAS	Rock Springs	1887
MORGAN, CHARLES	Almy	1883
Murray, C. A.	Spring Valley	1899
MUIR, ROBERT	Rock Springs	1880
Medill, M. W.	Rock Springs	1899
Moser, Frank	Rock Springs	1902
Mattila, John*	Hanna	1901
Mertila, S.	Hanna	1904
Mellor, Thomas	Hanna	1905
Molyneaux, Robert	Hanna	1905
MATSON, JOHN	Hanna	1893
Moore, Samuel	Cumberland	1904
Miller, T. B.	Cumberland	1906
Murphy, James*	Rock Springs	1885
Milliken, John	Rock Springs	1875
Menghini, Andrew	Rock Springs	1901
Maki, Jack*	Hanna	1900

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Meekin, James	Hanna	1906
Mann, J. R.	Hanna	1905
Morgan, John W.	Rock Springs	1892
Menghini, Arcangelo	Superior	1903
Moore, John	Cumberland	1901
Maki, Isaac	Hanna	1902
Mellor, Charles	Hanna	1905
Milojevich, Milan	Rock Springs	1909
Morgan, John W.	Rock Springs	1892
Matson, Andrew	Rock Springs	1891
Matthew, William	Hanna	1909
Militich, Michael	Rock Springs	1910
Moser, Narcisso	Superior	1907
Marcina, Joseph	Rock Springs	1911
Mettam, Joe	Superior	1908
Mullen, James*	Superior	1910
Mullen, Thomas	Superior	1909
Magelos, Joseph	Hanna	1910
Milne, David	Hanna	1909
Mossop, Willard	Tono	1910
Murray, James F.*	Rock Springs	1889
Murto, Gus	Hanna	1904
Marinaro, Joseph	Hanna	1912
Menghini, Herman	Rock Springs	1912
Milonas, John	Superior	1911
Marshall, Matt A.	Rock Springs	1910
Miller, John*	Scofield	1904
Morrison, Dundas*	Rock Springs	1902
Martin, Grover	Rock Springs	1910
Maki, Elias	Rock Springs	1914
Maki, Victor	Rock Springs	1902
Marovich, Michael	Rock Springs	1913
Moreatti, Andrew	Cumberland	1905
Mullen, William*	Rock Springs	1907
Myska, John*	Rock Springs	1903
Matthew, Kenneth	Rock Springs	1915
Menghini, Emmett	Rock Springs	1917
Miller, Anna	Cumberland	1918
Mlinar, Ignatz, Sr.	Reliance	1913
Matson, Ernest W.	Hanna	1917
Mandez, Frank	Rock Springs	1918
Migiakes, Michael	Reliance	1918
Milosevich, Samuel	Reliance	1918
Mrak, Anton	Rock Springs	1904
MORROW, MATTHEW, SR.	Almy	1890
Nishinura, K.*	Rock Springs	1901
Nakamura, T.	Rock Springs	1904

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Norback, Jacob*	Carbon	1892
Nelson, P. P.	Rock Springs	1898
Notar, Jerry*	Rock Springs	1905
Novak, Anton*	Rock Springs	1903
Nerot, Anton	Cumberland	1907
Nordwall, William*	Spring Valley	1902
Nobusuye, S.	Rock Springs	1910
Newren, Bernard	Scofield	1889
Norris, William	Hanna	1906
Nelson, Charles O.	Superior	1906
Noble, George	Rock Springs	1910
Nugent, Patrick*	Superior	1907
Nicksich, Nick	Superior	1913
Norris, Robert	Hanna	1913
Nakazona, Harry	Hanna	1914
Novak, Tony	Rock Springs	1905
Nalivka, Henry	Cumberland	1914
Nelson, J. W.	Hanna	1906
Noaki, Isamw	Hanna	1918
Norvell, W. J.	Superior	1917
Neal, G. A.	Winton	1918
Neimi, Nestor	Rock Springs	1905
Oronovic, George	Rock Springs	1898
ORD, FRANK	Rock Springs	1882
Ong, Lee	Rock Springs	1897
Outsen, Charles*	Rock Springs	1900
OLOFSON, OLOF	Hanna	1894
Olofson, Arthur	Hanna	1905
OJALA, GUST	Hanna	1897
Oman, Alex	Rock Springs	1905
Ono, S.	Rock Springs	1905
O'Malley, Austin	Carbon	1894
Orme, Jed	Rock Springs	1905
Oblock, Anton	Rock Springs	1903
Oblock, Anton	Rock Springs	1909
Ojala, Oscar	Hanna	1906
Ogasawara, Y.	Superior	1910
Omejc, Matt	Rock Springs	1906
Overy, Thomas, Sr.	Cumberland	1902
Overy, Edward, Sr.	Cumberland	1901
Oja, John	Superior	1916
Outsen, Adah M.	Reliance	1918
PRYDE, GEORGE B.	Rock Springs	1892
Palank, Louis	Rock Springs	1895
Popp, George	Rock Springs	1896
Peterson, John	Rock Springs	1901
Pelkonen, Elmer	Rock Springs	1900

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Peternell, John	Rock Springs	1904
Potocnik Leonard*	Rock Springs	1904
Potocnik Frank	Rock Springs	1904
PARR, ED J.	Carbon	1898
Powell, William H.*	Carbon	1895
POTTER, DAN D.	Rock Springs	1886
PRICE, WILLIAM*	Rock Springs	1883
Penny, John W.*	Hanna	1904
Peterson, Paul*	Hanna	1896
Penman, George W.	Cumberland	1902
POWELL, THOMAS Q.	Carbon	1887
Perner, Anton	Cumberland	1902
Peternell, Andrew	Cumberland	1901
Powell, Griff	Spring Valley	1904
Pasonen, A.*	Rock Springs	1902
Pivac, Lawrence	Rock Springs	1905
Parr, George L.	Rock Springs	1900
Parkko, J. E.	Rock Springs	1901
Peterson, Albert	Rock Springs	1901
Powell, Demetrius	Rock Springs	1906
Peterson, Bert, Sr.	Rock Springs	1900
Philipovich, John*	Rock Springs	1906
Pavich, Tony	Rock Springs	1907
Palco, Mike	Rock Springs	1905
Peterson, Henry	Hanna	1905
Piethe, August*	Superior	1908
Preece, J. S.*	Rock Springs	1908
Pollari, Alfred	Hanna	1903
Potocnik, Frank	Rock Springs	1905
Price, George*	Tono	1908
Purin, Eugenio	Rock Springs	1908
Pasera, Joseph	Superior	1911
Pedri, Emanuel	Rock Springs	1911
Percich, Marko	Rock Springs	1910
Peterson, Bert, Jr.	Rock Springs	1910
Piaia, David	Superior	1909
Powell, Obie	Superior	1910
Paavala, Tony	Rock Springs	1911
Paperelli, Louis	Rock Springs	1910
Peters, John	Rock Springs	1912
Pinter, Mike	Superior	1911
Pinter, Lawrence	Rock Springs	1910
Pivac, Anton	Rock Springs	1911
Porenta, John, Sr.	Rock Springs	1902
Pecolar, Mike	Rock Springs	1900
Parton, Enoch C.	Rock Springs	1909
Perkovich, Matthew	Rock Springs	1912

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Puchoski, Thomas	Cumberland	1913
Potocnik, Frank	Rock Springs	1912
Powell, Morgan F.	Rock Springs	1907
Parr, Frank	Rock Springs	1911
Pichnik, Valentine	Rock Springs	1913
Pastor, John	Hanna	1915
Pauletich, John	Hanna	1915
Pecolar, Andy	Superior	1915
Peterson, Bert	Rock Springs	1909
Peterson, Hans	Reliance	1915
Pollari, John	Rock Springs	1907
Poulas, John	Hanna	1915
Panos, Gust	Rock Springs	1909
Perakis, Alex	Cumberland	1917
Pushkin, Peter	Cumberland	1917
Paoli, Eugene	Rock Springs	1907
Portwood, Z. A.	Superior	1917
Profiri, Michael	Cumberland	1916
Parris, Arthur H.	Rawlins	1918
Perich, Nicholas	Winton	1917
Petrina, George, Sr.	Superior	1913
Pirnar, Joseph	Reliance	1917
Porter, Ray	Cumberland	1918
Ramsay, Jack	Rock Springs	1887
Rebovich, Joseph	Rock Springs	1901
Randolph, J. W. (Colored)	Rock Springs	1899
RUSSELL PATRICK*	Como	1883
Rae, James C.*	Cumberland	1901
Robinson, T. H., Sr.	Cumberland	1901
ROBINSON, W. J.	Cumberland	1901
Rizzi, Albino	Rock Springs	1900
Rauzi, Peter	Rock Springs	1904
Rizzi, Nick	Rock Springs	1904
RAUZI, GEORGE	Rock Springs	1899
Ramoush, Anton	Rock Springs	1900
Ritter, William L.*	Omaha	1891
Roberts, Isaac	Rock Springs	1905
Rodda, W. J.	Hanna	1894
Reeh, Adolph	Rock Springs	1905
Roncaglio, Frank*	Rock Springs	1903
RODDA, SAMUEL I.	Hanna	1895
Radford, Arthur	Rock Springs	1907
Rautiainen, Isaac	Rock Springs	1904
Rock, Conrad*	Cumberland	1907
Rukavini, John	Rock Springs	1907
Rebovich, John	Rock Springs	1907
Radalj, Matt	Rock Springs	1906

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Robinson, Fred	Superior	1908
Radalj, Anton	Rock Springs	1909
Rink, Erik	Rock Springs	1905
Roberts, Morgan F.	Rock Springs	1905
Rafferty, James E.*	Reliance	1911
Ravanelli, August	Rock Springs	1910
Randolph, Cyrus (Colored)	Rock Springs	1910
Randolph, John, Jr. (Colored)	Rock Springs	1912
Regard, Amand*	Tono	1911
Renny, Hugh	Hanna	1911
Retford, John	Rock Springs	1910
Routsala, Ade	Rock Springs	1906
Ruffini, Otto	Reliance	1906
Rizzi, Joseph	Superior	1911
Rauniker, Frank	Rock Springs	1905
Ruby, John	Rock Springs	1912
Raite, W. A.	Hanna	1913
Randolph, Clinton D. (Colored)	Rock Springs	1913
Rock, Clyde	Cumberland	1915
Robinson, T. H.	Cumberland	1915
Rider, Frank C.	Hanna	1917
Russell, Charles C.*	Hanna	1917
Soltis, John	Rock Springs	1900
Sickich, Joseph	Rock Springs	1901
Sulenta, Joseph	Rock Springs	1902
"Sandy" (Chinese)*	Rock Springs	1885
Sung Ah	Rock Springs	1890
Stevens, Paul	Rock Springs	1898
SANDSTROM, GUST	Rock Springs	1887
Sprowell, Joseph M.*	Carbon	1900
Smith, Lynn	Hanna	1904
STEBNER, ADOLPH*	Carbon	1893
Sled, William (Colored)*	Rock Springs	1897
Spence, William	Rock Springs	1901
Saunders, Thomas (Colored)*	Rock Springs	1898
Sturman, M. J.	Rock Springs	1904
Skorup, Rado*	Rock Springs	1904
Steffen, Mike, Sr.*	Rock Springs	1890
Smith, John	Rock Springs	1901
Sheffield, William	Carbon	1894
Stakich, Samuel	Rock Springs	1904
Sulenta, George*	Rock Springs	1906
Sather, Roy	Rock Springs	1903
Shields, Charles (Colored)	Rock Springs	1904
Starman, Peter	Rock Springs	1903
Simpkins, Robert	Rock Springs	1889
Swann, Jack	Carbon	1896

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Sturholm, Phil	Rock Springs,	1899
Smith, John A.	Rock Springs	1906
Swann, Charles E.	Rock Springs	1898
Samuels, Samuel*	Rock Springs	1907
Salo, Emil	Hanna	1907
Smith, Norman	Hanna	1905
Shiamanna, Frank	Cumberland	1907
Soltis, George*	Rock Springs	1896
Saxburg, Jack	Hanna	1907
Scarpelli, Frank	Hanna	1907
Shimatovich, Marco	Rock Springs	1908
Starman, Anton	Cumberland	1903
Stashack, George	Rock Springs	1901
Stevens, Paul	Rock Springs	1898
Salo, Oscar	Hanna	1909
Sano, S.	Hanna	1910
Sawyer, Lewis N.	Ft. Steele	1901
Sloan, John	Ft. Steele	1909
Stevenson, G. L.	Rock Springs	1903
Strauss, Rudolph*	Rock Springs	1909
Smith, James	Rock Springs	1909
Stalick, Martin	Reliance	1908
Saxberg, Matt	Hanna	1909
Sherratt, Isaiah	Hanna	1910
Smith, George*	Rock Springs	1911
Subic, John, Sr.	Rock Springs	1901
Summerscales, Allen	Rock Springs	1907
Sherwood, William	Evanston	1904
Simon, Felix	Rock Springs	1911
Snyder, Charles C.*	Cumberland	1912
Seppa, John	Hanna	1909
Stebner, Max	Carbon	1896
Stockich, Peter	Rock Springs	1912
Santich, Joseph	Rock Springs	1911
Sharp, Herbert	Rock Springs	1911
Skorup Peter	Rock Springs	1904
Smith, Archie	Rock Springs	1912
Snyder George	Cumberland	1908
Shifrar, Lawrence	Scofield	1910
Sorbie, John C.	Rock Springs	1909
Swanson, Ernest	Cumberland	1901
Smith, Thomas H.	Rock Springs	1915
Sarvelos, Gust	Superior	1918
Sellers, James	Reliance	1918
Soltis, John	Superior	1917
Staurakakis, George	Hanna	1918
Scala, Henry	Rock Springs	1910

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Sharrer, Otto G.	Rock Springs	1909
Spence, Andrew	Reliance	1919
Tallmire, Frank	Omaha	1901
TARRIS, ANDREW, SR.*	Rock Springs	1898
Toucher, George*	Rock Springs	1904
TOUCHER, URBAN	Rock Springs	1897
Travis, Jack	Carbon	1899
TWARDOSKI, THOMAS	Rock Springs	1892
Thompson, Charles*	Rock Springs	1891
Tremelling, T. H.	Cumberland	1904
Tomicich, Michael*	Rock Springs	1903
Tomich, Tony*	Rock Springs	1903
Taylor, Mary	Rock Springs	1901
Treat, Edgar B.*	Omaha	1888
Thomas, John	Rock Springs	1905
TALIAFERRO, T. S., JR.	Green River	1883
Ting, Leo	Rock Springs	1881
Tolzi, Samuel	Rock Springs	1905
Tanfield, Frank	Almy	1890
Tomich, John	Rock Springs	1904
Tomich, George	Rock Springs	1903
Tanaka, C.*	Rock Springs	1907
Tomsich, Joseph	Rock Springs	1904
Tarris, Andrew, Jr.*	Rock Springs	1898
Tomich, John	Winton	1904
Toucher, Jack	Rock Springs	1907
Taccalone, Michael	Hanna	1909
Tanaka, Y.	Hanna	1908
Tome, Silvio	Superior	1910
Tait, Stewart	Cumberland	1908
Tagnolli, Leon	Superior	1910
Tanaka, S.	Rock Springs	1910
Timko, Michael	Rock Springs	1899
Tatakis, James	Hanna	1913
Tanaka, Takarchi	Denver	1905
Tarter, Donato	Superior	1913
Taylor, Bert	Hanna	1913
Tomisich, Jack	Rock Springs	1911
Telck, William	Superior	1914
Tardoni, Frank	Reliance	1911
Tateyama, Y.	Hanna	1913
Tavelli, Bert M.	Hanna	1915
Todeschi, Charles	Rock Springs	1910
Tolzi, Joseph	Reliance	1913
Trahalis, John	Hanna	1913
Takeda, T.	Reliance	1914
Tomazin, Martin	Rock Springs	1911

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Toucher, Frank	Rock Springs	1905
Theros, John	Sidney	1913
Traeger, John C.	Hanna	1910
Uram, Andy*	Rock Springs	1904
Uchikoshi, T.	Rock Springs	1898
Uram, Peter	Rock Springs	1905
Vehar, Frank	Rock Springs	1906
Veitch, George	Hanna	1907
Valandro, Mentore	Superior	1911
Varros, Tony	Reliance	1911
Vrklan, Marko J.	Rock Springs	1911
Varanakis, George	Superior	1912
Varros, Joseph	Rock Springs	1907
Vesco, Joseph	Cumberland	1915
Vollack, Edward	Superior	1913
Von Rembow, Joseph	Grand Island	1915
Van Valkenburg, Richard	Superior	1909
Walters, Henry	Rock Springs	1901
Willson, William F.	Rock Springs	1904
Wassung, Charles P.*	Rock Springs	1893
Wilson, Ed	Rock Springs	1903
Wilde, Matt	Rock Springs	1903
Wilde, Robert	Rock Springs	1902
Williams, William A.	Rock Springs	1896
Wah, Leo*	Rock Springs	1886
Wright, Henry (Colored)	Rock Springs	1904
White, Nestor	Hanna	1905
WILDE, GEORGE F.*	Coalville	1883
WILLIAMS, W. W.*	Grass Creek	1880
Williams, Spencer*	Grass Creek	1882
WALL, FRED	Rock Springs	1896
Wise, Neil*	Rock Springs,	1879
Wilkes, William	Spring Valley	1902
Webster, Richard	Rock Springs	1906
Walsh, James*	Hanna	1905
Welsh, John T.*	Almy	1898
Wakkura, Matt	Carbon	1894
Way, E. C.	Cumberland	1903
Wright, Harry	Carbon	1886
Wise, Joseph	Rock Springs	1906
Williams, J. A.	Cumberland	1907
Ward, Port J.	Rock Springs	1909
Wigley, George	Tono	1907
Wilde, William	Rock Springs	1909
Wilkes, George	Cumberland	1907
Wunch, Benjamin	Rock Springs	1907
Wakabayashi, Zenjuro	Hanna	1910

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Warren, Thomas	Tono	1911
Wataha, John	Rock Springs	1905
Wiseman, Grover	Superior	1909
Walkama, Salma	Superior	1911
Warren, Harry	Tono	1911
Warren, P. Henry*	Tono	1911
While, Job	Hanna	1910
Wigley, Thomas	Tono	1908
Woods, William	Hanna	1905
Woodward, Thomas	Rock Springs	1913
Williams, Waino	Hanna	1911
Ward, George	Superior	1913
Wilkes, George A.	Hanna	1914
Williams, Haydn	Rock Springs	1914
Welsh, Steve	Cumberland	1914
Worsley, Frank	Hanna	1914
Woolrich, Robert	Cumberland	1914
Wright, Robert	Hanna	1915
Wylam, Harry A.*	Tono	1911
Warburton, George	Hanna	1916
While, John, Jr.	Hanna	1915
Wilde, John	Rock Springs	1916
While, Edward	Hanna	1917
Wilde, Bryant H.	Cumberland	1914
Wright, Mike P.	Rock Springs	1916
Wales, George	Cumberland	1914
Young, Gavin*	Rock Springs	1896
Yedinak, John	Rock Springs	1904
Yak, Leo	Rock Springs	1895
You, Leo	Rock Springs	1898
Yugovich, John	Rock Springs	1904
Yaksee, George*	Rock Springs	1906
Yenko, John	Rock Springs	1898
Yakamovich, Mike, Sr.	Rock Springs	1907
Yovich, Matt, J.	Rock Springs	1908
Yovich, Mike	Rock Springs	1912
Yamnik, Frank	Rock Springs	1913
Yoneda, Yiji	Rock Springs	1906
Yakamovich, Mike, Jr.	Rock Springs	1914
Yerkovich, Spiro	Rock Springs	1908
Zupp, Michael*	Rock Springs	1900
ZUICK, JAMES*	Rock Springs	1905
Zelenka, Vaclov*	Rock Springs	1901
Zaversnik, Anton	Rock Springs	1906
Zampedri, Enrico*	Superior	1907
Zaversnik, Joseph	Rock Springs	1909
Zelenka, Frank	Superior	1911

NOTE: Life members shown in capitals
* Deceased

Name	*Entered Service at*	*Year*
Zajec, Lawrence	Superior	1911
Zueck, Guido	Superior	1911
Zakis, John	Hanna	1913
Zakis, Nick	Hanna	1912
Zullo, Louis	Superior	1914
Zagaris, Mike	Hanna	1910
Zandron, Pio	Superior	1913
Zelenka, James	Superior	1911

NOTE: Life members shown in capitals
* Deceased

LIST OF PRESIDENTS, OLD TIMERS' ASSOCIATION, THE UNION PACIFIC COAL COMPANY

Reunion	Year	President	Deceased
1st	1925	Mr. James Moon	December 29, 1934
2nd	1926	Mr. Thomas LeMarr	
3rd	1927	Mr. Joseph Iredale	
4th	1928	Mr. Robert Cardwell	September 4, 1931
5th	1929	Mr. Robert Muir	
6th	1930	Mr. Chris Johnson	
7th	1931	Mr. Joseph McTee, Sr.	December 11, 1934
8th	1932	Mr. J. Stanley Preece	September 7, 1935
9th	1933	Mr. D. V. Bell	
10th	1934	Mr. William McIntosh	February 9, 1936
11th	1935	Mr. Frank L. McCarty	
12th	1936	Mr. Charles Gregory	
13th	1937	Mr. Harry A. Wylam	March 13, 1940
14th	1938	Mr. O. C. Buehler	
15th	1939	Mr. Obie Powell	

ANNUAL REUNIONS OLD TIMERS' ASSOCIATION WITH DATE HELD AND PRINCIPAL SPEAKER

First Annual Reunion June 13, 1925	Eugene McAuliffe, President, The Union Pacific Coal Company
Second Annual Reunion June 12, 1926	Hon. C. D. Clark, former U. S. Senator from Wyoming, deceased
Third Annual Reunion June 11, 1927	Mr. N. H. Loomis, General Solicitor, Union Pacific Railroad, deceased
Fourth Annual Reunion June 9, 1928	Hon. W. B. Wilson, former Secretary of Labor, deceased
Fifth Annual Reunion July 20, 1929	Mr. Caroll B. Huntress, Executive Secretary, National Coal Association
Sixth Annual Reunion June 14, 1930	Rev. W. McMurdo Brown, Rector, St. Thomas Church, Denver
Seventh Annual Reunion June 13, 1931	Rt. Rev. Elmer N. Schmuck, Episcopal Bishop of Wyoming, deceased
Eighth Annual Reunion June 11, 1932	Mr. Carl R. Gray, President, Union Pacific Railroad Company, deceased
Ninth Annual Reunion June 10, 1933	Hon. Leslie A. Miller, Governor of Wyoming
Tenth Annual Reunion June 16, 1934	Mr. Thomas S. Hogan, Chairman, Labor Board, District Five, N. R. A.
Eleventh Annual Reunion June 22, 1935	Hon. Ralph Kimball, Chief Justice, Supreme Court of Wyoming
Twelfth Annual Reunion June 20, 1936	Dr. L. E. Young, Vice President Operation, Pittsburgh Coal Company
Thirteenth Annual Reunion June 19, 1937	Hon. William Ritchie, Attorney at Law, Omaha, Nebr.
Fourteenth Annual Reunion June 18, 1938	Mr. J. L. Haugh, Vice President, Union Pacific Railroad
Fifteenth Annual Reunion June 17, 1939	Mr. W. M. Jeffers, President, Union Pacific Railroad Company

Laying of Corner Stone of The Union Pacific Coal Company's Old Timers' Building

A. W. Dickinson, General Superintendent, Chairman of Ceremonies.

Rock Springs, May 28, 1929

PROGRAM

Opening selection by The Union Pacific Coal Company's Band.

Exercises by the Most Worshipful Grand Lodge of Wyoming, Ancient Free and Accepted Masons with the following Masons officiating:

T. S. Taliaferro, Jr., P. G. M., as Grand Master

George B. Pryde as Deputy Grand Master

Oliver Chambers as Senior Grand Warden

John L. Dykes as Junior Grand Warden

J. M. Rumsey, P. G. M., as Grand Treasurer

C. N. Bell as Grand Secretary

Charles E. Swann as Grand Architect

Reverend R. E. Abraham as Grand Chaplain

Claude Elias as Grand Lecturer

Eugene McAuliffe as Grand Orator

Lewis H. Brown as Grand Marshal

E. E. Waltman as Senior Grand Deacon

A. H. Doane as Junior Grand Deacon

Charles H. Durham as Senior Grand Steward

Bennett Outsen as Junior Grand Steward

William Hutton as Grand Tyler

In response to the Grand Orator an acceptance of the building, on behalf of the Old Timers, was made by John P. White, International Representative, United Mine Workers of America.

Closing selection by The Union Pacific Coal Company's band—America.

ADDRESS OF EUGENE McAULIFFE

Acting as Grand Orator for the Grand Lodge of Wyoming and President of the Union Pacific Coal Company and Washington Union Coal Company

Members of the Old Timers' Association, Fellow Members of the Masonic Fraternity and Friends:

The cornerstone which we have just seen laid under a building, constructed in honor of, and dedicated to the use of the Old Timers, employes of The Union Pacific Coal Company, the Washington Union Coal Company, and their families, established a new milestone in the history of one of the oldest industries located within the state of Wyoming. When the Union Pacific Railroad entered the state from the east it immediately sought a supply of fuel for its locomotives. The first mine was opened at Carbon, a mining village which has long ceased to exist except in the memories of some of our elder men and women who once lived and worked therein. This beginning of the coal mining industry of the state dates back to 1868, sixty-one years ago, and in that year 6,560 tons of coal were mined at Carbon.

In the same year Blairtown, the forerunner of the City of Rock Springs, saw the opening of the first mine located in the Rock Springs District, the Wyoming Mine, which produced in the year 1868 but 365 tons. Thereafter development and production followed at Almy in 1869; Grass Creek, Utah, in 1881; Twin Creeks in 1882; Pleasant Valley, Utah, in 1883; Dana in 1889; Spring Valley in 1899; Hanna in 1890; Superior in 1906; Reliance in 1911. The Winton mines were purchased in 1921. During this period the company opened and operated mines at Baldwin, Como, Erie, Louisville and Northrop, Colorado. The Scofield, Utah, mines were likewise purchased with the extension of the railroad into California, and the Tono mine of the Washington Union Coal Company was opened in 1908.

From the year 1868 to 1928, both inclusive, a total of 105,902,653 tons of coal was mined by our men in the state of Wyoming, representing 46 per cent of the total state production during the sixty-one year period, much of the tremendous task attached to the building of the mines and the communities surrounding same, as well as the mining of the coal, was performed by the men we today seek to honor, members of the Old Timers Association.

We have today on the roster of employes of the Union Pacific and Washington Union Coal Companies 447 employes who have a record of more than twenty years' service. Eleven of these are Chinese who are living in China. Of the 447 Old Timers, 35 have seen 40 or more years' service, representing 29 nationalities. Thirty-three of the 447 are retired under pension. We have among these 447 two distinctive personalities; Mr. James

Moon, age 77, who is the oldest living employe of the company in point of service with a total working and pension period of 55 years. I only hope that he will be with us for at least 45 more years, rounding out a century of service. The other person I refer to is Miss Mary Taylor, our only lady Old Timer, a lady whom you all know and love, and who, with a singing heart, has kept herself young in body and soul.

You have witnessed the laying of the cornerstone with the attendant ceremonies, conducted by the oldest and most honored fraternal organization that exists, and which many of you, with myself, feel it an honor to be members of. The bricks that have been laid by the operative Craftsmen in the walls of this building, as you can see, were laid square and true. They were laid to carry their burden well and faithfully. The mortar in which they were laid was meant to bind them together for generations to come. Just so with the foundation and the walls of the Old Timers Association laid five years ago; to help make your burdens lighter and to bind you together regardless of race or religion in true fellowship.

With the completion of this building, whose cornerstone bears the name of the Old Timers Association, and which you will enter for the first time on July 20th next, it is my sincere wish that each of you, who are the Old Timers of today, may live to use and enjoy this, your building, for many years to come. It is not my privilege to be a member of your Association, I came among you too late for membership, but we who are charged with the direction of the property, respect and admire you for your years of loyal service, and we will, as in the past, continue to bend our energies toward making your employment as comfortable and as remunerative as possible. That all the years ahead of you, severally and collectively, may be happy ones is my most earnest wish.

ADDRESS OF ACCEPTANCE

By John P. White, International Representative,
United Mine Workers of America

I am glad of the opportunity of participating in the exercises held here today. The building for which these exercises are conducted will represent something very fine. Splendid as the building will be from an architectural and material standpoint, these considerations will be eclipsed by what might be termed the spiritual significance of the structure. For if I have understood aright the purpose which is to bring this building into being, it will be no mere pile of stone, no ordinary structure; but one unusual and unique. In short, the building is to be a commemoration — a structure dedicated to the veterans of The Union Pacific Coal Company and the Washington Union Coal Company. These men, who are thus to be

honored, have played a great part in the development and progress of the company. The building will be a recognition of their faithful service. I congratulate The Union Pacific Coal Company for its wisdom in thus acknowledging its appreciation of its veteran employes; and I likewise congratulate these veteran employes whose services have merited so fitting a testimonial of good will at the hands of their employers. I believe that the spirit which actuates the present occasion — embodying as it does a concrete example of good-fellowship between employer and employe — is one that holds untold possibilities for good.

I should like to congratulate the "old-timers" here today on having attained the venerable status of "old-timer." To be a bona fide "old-timer" is no slight accomplishment, and one that requires many sterling qualities and hardy virtues. An "old-timer" is one who has demonstrated that he has good staying qualities — his continued existence is proof that he is no weakling. We should remember that comparatively few "young-timers" gain the status of "old-timer;" indeed it is something of a feat, in these days, due to the complexities of modern civilization, to become even a "middle-timer." Quite aside from the personal satisfaction of knowing that you must have been formed out of durable material to have withstood the avenging years, there is another reason for congratulating you. Your span of life has been cast in what must be considered one of the most interesting periods of the world's history. There have been "golden ages" in the past; but these "golden ages" were "golden" for the merest handful of persons; while the present may be with justification called the golden age of the many. For it must be apparent to all that the common man now enjoys benefits and comforts that were unobtainable even by the nabobs of old. The humblest workman today may well have comforts and conveniences that princes of old lacked. Those "old-timers" who have reached the scriptural allotment of three score and ten — and many of them will improve on this allotment, I am sure, by reaching four score and ten — have seen progress marching with seven-league boots, fairly revolutionizing the conditions of our existence. The last three decades, alone, have contributed four of the most startling mechanical innovations in the history of the world. I refer, of course, to the automobile, airplane, moving picture, and radio. The World War alone was an event the like of which was never seen before. Deplorable as it was, it remains, nevertheless, the most colossal drama ever seen upon the world's stage. Whatever may be the defects of this period, no one can say that it has not been one of the most fruitful and stirring periods of recorded history. So I say to you "old-timers" that your span of life has been cast in one of the most remarkable eras of human history. You can console yourselves with the reflection that you have been, and still are, a part of a history making epoch.

Now just a word to you on old age. No mention of this subject can proceed very far without referring to the famous speech of Dr. Wm. Osler upon leaving Johns Hopkins University in 1905. Dr. Osler was convinced, so he said, of the the comparative uselessness of men above forty years of

age. Dr. Osler did not, by the way, advocate that persons over 60 should be chloroformed, as has been so often asserted. He did, however, assert that men of 60 should retire. It is difficult to say just how much Dr. Osler's statements were due to whimsicality, for he himself was nearing the dead line which he had fixed, and it may have been that he was driven by a puckish spirit to have some sport at the expense of those who, like himself, had crossed the half-century mark. At any rate his speech provoked endless arguments on the subject, and I think that generally speaking, Dr. Osler was refuted. Innumerable achievements of men over 60 were adduced to disprove his theory. G. Stanley Hall, in his invaluable work "Senescence," quotes the opinion of one investigator, E. G. Dexter, who analyzed "Who's Who" for 1909, and found that of the 9,000 persons listed only one in six was under 40, and the average age was 54. This analysis showed that only 16 per cent was under the Osler dead line of 40. A fairly satisfactory refutation, I should say. I could cite many instances from the works of Hall and others of the prodigies performed by men far beyond the 60 mark; but I think that it is unnecessary. We, all of us, have observed too many instances of men performing capably their work long after 60 to doubt that in ordinary callings at least the Osler theory does not apply. And so I say to the veterans here today who have crossed the Osler dead line, that you are living refutations of Dr. Osler.

Acting in behalf of the members of the Old Timers Association I am sure I have voiced the sentiment of each and every member of said Association when I state that we are profoundly impressed with the ceremonies accompanying these exercises, and wish to express our deep appreciation for the same. This endowment, the gift of The Union Pacific Coal Company and Washington Union Coal Company, through their President, Mr. Eugene McAuliffe, is indeed a magnificent one. Mr. McAuliffe, in presenting this gift, has eloquently portrayed the aims and purposes of the donors, and has recited the object of bringing into being such a splendid monument to mark the change in human relations. The event, indeed, is a noteworthy one. It further emphasizes the fact that these coal companies wish to recognize in a substantial way the worth of their employes who have, through their many years of service, contributed so much to the progress and development of these companies. I formally accept this gift in behalf of the Old Timers Association with grateful acknowledgment and thanks, and with the full consciousness that the members of the Old Timers Association will, in the future as in the past, prove worthy of this splendid testimonial and the trust reposed.

LIST OF PRESIDENTS
THE UNION PACIFIC RAILROAD COMPANY
THE UNION PACIFIC RAILWAY COMPANY
AND
UNION PACIFIC RAILROAD COMPANY

President	From	To
Wm. B. Ogden	Sept. 1862	Oct. 30, 1863
John A. Dix	Oct. 30, 1863	Nov. 24, 1866
Oliver Ames, pro tem	Nov. 24, 1866	Mar. 12, 1868
Oliver Ames	Mar. 12, 1868	Mar. 8, 1871
Thomas A. Scott	Mar. 8, 1871	Mar. 6, 1872
Horace F. Clark	Mar. 6, 1872	June 20, 1873
Sidney Dillon	Mar. 11, 1874	June 18, 1884
Charles F. Adams	June 18, 1884	Nov. 26, 1890
Sidney Dillon	Nov. 26, 1890	April 27, 1892
*S. H. H. Clark	April 27, 1892	Feb. 1, 1898
Winslow S. Pierce	Dec. 8, 1897	Dec. 22, 1897
Horace G. Burt	Dec. 22, 1897	Jan. 7, 1904
E. H. Harriman	Jan. 7, 1904	Sept. 9, 1909
Robert S. Lovett	Oct. 21, 1909	Oct. 13, 1911
A. L. Mohler	Oct. 13, 1911	July 1, 1916
E. E. Calvin	July 1, 1916	July 11, 1918
C. B. Seger	July 11, 1918	Feb. 1, 1919
Robert S. Lovett	Feb. 1, 1919	Jan. 1, 1920
Carl R. Gray	Jan. 1, 1920	Oct. 1, 1937
W. M. Jeffers	Oct. 1, 1937	

* Retirement date only approximate — continued as President until dissolution of The Union Pacific Railway Company in the early part of 1898.

The Union Pacific Railroad Company was organized under the Act of Congress passed July 1, 1862, and continued until January 24, 1880, when it was reorganized as The Union Pacific Railway Company, which company continued to operate the property until the Company went into the hands of Receivers appointed October 13, 1893. The Receivers continued to operate the Railroad until operation was taken over by the new corporation, Union Pacific Railroad Company, about February 1, 1898.

PRESIDENTS
THE UNION PACIFIC COAL COMPANY

President	From	To
Charles Francis Adams	Sept. 17, 1890	Dec. 17, 1890
Sidney Dillon	Dec. 17, 1890	Nov. 16, 1892
S. H. H. Clark	Nov. 16, 1892	Sept. 28, 1897
Horace G. Burt	Sept. 28, 1897	Mar. 31, 1904
J. Kruttschnitt	Mar. 31, 1904	Feb. 13, 1913
A. L. Mohler	Feb. 13, 1913	July 1, 1916
E. E. Calvin	July 1, 1916	July 11, 1918
J. D. Farrell	July 11, 1918	Jan. 5, 1920
C. R. Gray	Jan. 5, 1920	Mar. 30, 1920
E. E. Calvin	Mar. 30, 1920	Jan. 5, 1921
E. S. Brooks	Jan. 5, 1921	Mar. 1, 1923
Eugene McAuliffe	Mar. 1, 1923	

PRESIDENTS
SUPERIOR COAL COMPANY

John W. Lacey	Dec. 29, 1905	July 6, 1909
J. Kruttschnitt	July 6, 1909	Apr. 7, 1913
A. L. Mohler	Apr. 7, 1913	July 1, 1916
E. E. Calvin	July 1, 1916	July 14, 1916

PRESIDENTS
WASHINGTON UNION COAL COMPANY

James P. Stapleton	May 6, 1907	Sept. 4, 1907
Geo. A. Brooke	Sept. 4, 1907	Apr. 27, 1908
D. O. Clark	May 13, 1908	Sept. 22, 1909
J. Kruttschnitt	Sept. 22, 1909	Apr. 14, 1913
J. D. Farrell	Apr. 14, 1913	Nov. 11, 1913
F. A. Manley	Nov. 11, 1913	Dec. 26, 1917
J. D. Farrell	Dec. 26, 1917	Feb. 27, 1923
Eugene McAuliffe	Feb. 27, 1923	

BASIC DAY WAGE PAID IN ROCK SPRINGS, WYOMING, FIELD, JANUARY 1, 1890, TO MARCH 31, 1941, INCLUSIVE. TAKEN FROM PAY ROLLS AND WAGE SCALES, UNION PACIFIC RAILROAD AND COAL COMPANY

NON-UNION PERIOD

Period	*For White Labor Per Day*			*For Japanese and Chinese Per Day*		
	From	*To*	*Hours*	*From*	*To*	*Hours*
Calendar year 1890	$2.16	$3.00	10	$1.35	$3.00	10
Calendar year 1891	2.50	3.00	10	1.50		10
Calendar year 1892	2.50	3.00	10	1.35		10
Calendar year 1893	2.50		10	1.35	1.50	10
Calendar year 1894	2.50		10	1.50		10
Calendar year 1895	2.50		10	1.50		10
Calendar year 1896	2.16	2.50	10	No rate		10
Calendar year 1897	1.75	2.50	10	1.35		10
Calendar year 1898	1.75	2.50	10	1.35		10
Calendar year 1899	1.75	2.50	10	1.35		10
Calendar year 1900	2.50		10	1.50	1.75	10
Calendar year 1901	2.50		10	1.50	1.75	10
Calendar year 1902	2.50		10	1.50	1.75	10
Jan. 1 to Nov. 15, 1903	2.50		10	1.50	1.75	10
Nov. 16 to Dec. 31, 1903	2.75		10	1.65	1.90	10
Calendar year 1904	2.75		10	1.65	1.90	10
Calendar year 1905	2.75		10	1.65	1.90	10
Calendar year 1906	2.75		10	1.65	1.90	10
Jan. 1 to May 31, 1907	2.75		10	1.65	1.90	10
June 1 to Aug. 31, 1907	3.025		10	1.815	2.09	10

FIRST CONTRACT WITH U. M. W. of A. and 8 HOUR DAY

Period	*For White Labor Per Day*			*For Japanese and Chinese Per Day*		
	From	*To*	*Hours*	*From*	*To*	*Hours*
Sept. 1 to Dec. 31, 1907	3.40		8	3.10		8
Calendar year 1908	3.40		8	3.10		8
Calendar year 1909	3.40		8	3.10		8
Calendar year 1910	3.40		8	3.10		8
Calendar year 1911	3.40		8	Race Differential Period Ended		
Jan. 1 to Aug. 31, 1912	3.40		8			
Sept. 1 to Dec. 31, 1912	3.45		8			
Calendar year 1913	3.45		8			
Calendar year 1914	3.45		8			
Calendar year 1915	3.45		8			
Jan. 1 to Aug. 31, 1916	3.45		8			
Sept. 1 to Dec. 31, 1916	3.52		8			
Jan. 1 to Apr. 30, 1917	3.52		8			
May 1 to Oct. 31, 1917	4.02		8			
Nov. 1 to Dec. 31, 1917	5.42		8			
Calendar year 1918	5.42		8			

Period	For White Labor Per Day From	To	Hours	
Jan. 1 to Nov. 31, 1919	5.42		8	
Dec. 1 to Dec. 31, 1919	6.18		8	
Jan. 1 to Mar. 31, 1920	6.18		8	
Apr. 1 to Aug. 15, 1920	6.42		8	
Aug. 16 to Dec. 31, 1920	7.92		8	
Calendar year 1921	7.92		8	
Calendar year 1922	7.92		8	
Calendar year 1923	7.92		8	
Calendar year 1924	7.92		8	
Calendar year 1925	7.92		8	
Calendar year 1926	7.92		8	
Calendar year 1927	7.92		8	
Jan. 1 to Nov. 30, 1928	7.92		8	
Dec. 1 to Dec. 31, 1928	6.72		8	
Calendar year 1929	6.72		8	
Calendar year 1930	6.72		8	
Calendar year 1931	6.72		8	
Jan. 1 to June 30, 1932	6.72		8	
July 1 to Dec. 31, 1932	5.42		8	
Calendar year 1933	5.42		8	
Jan. 1 to Mar. 31, 1934	5.42		8	
Apr. 1 to Dec. 31, 1934	5.42		7	Establishment of 7 hr. day, 35 hrs. per week April 1, 1934
Jan. 1 to Sept. 30, 1935	5.42		7	
Oct. 1 to Dec. 31, 1935	5.92		7	
Calendar year 1936	5.92		7	
Jan. 1 to Mar. 31, 1937	5.92		7	
Apr. 1 to Dec. 31, 1937	6.42		7	
Calendar year 1938	6.42		7	
Calendar year 1939	6.42		7	
Calendar year 1940	6.42		7	
Jan. 1 to Mar. 31, 1941	6.42		7	

AVERAGE NET DAILY AND HOURLY WAGE, WITH HOURS PER DAY TEN-YEAR PERIOD THE UNION PACIFIC COAL COMPANY

Calendar Year	Hours Worked	Average Earnings Per Day	Per Hour
1930	8.0	$7.49	$ .936
1931	8.0	7.38	.922
1932	8.0	6.65	.831
1933	8.0	5.92	.740
1934	7.2	5.82	.808
1935	7.0	5.93	.847
1936	7.0	6.34	.906
1937	7.0	6.85	.987
1938	7.0	7.11	1.015
1939	7.0	7.17	1.024

Note: Hours worked reduced from 8 per day and 48 per week to 7 per day and 35 per week, April 1, 1934.

STATEMENT SHOWING TOTAL TONS OF COAL MINED BY THE UN
THE UNION PACIFIC RAILROAD COMPANY, THE UNION PACIFIC CO
UNION COAL COMPANY SINCE THE OPENING

Year	WYOMING									
	Sweetwater County				Carbon County			Lincoln County		Uinta
	Rock Springs	*Reliance*	*Winton*	*Superior*	*Hanna*	*Carbon*	*Dana*	*Cumberland*	*Twin Creeks*	*Almy*
1868	365					6,560				
1869	16,933					30,483				1,967
1870	20,946					54,915				12,454
1871	40,567					31,748				21,172
1872	34,677					59,237				22,713
1873	44,700					61,164				22,847
1874	58,476					55,880				23,006
1875	104,667					61,750				41,805
1876	134,953					69,062				60,756
1877	146,494					74,343				54,643
1878	154,281					62,418				59,096
1879	193,252					75,325				71,576
1880	244,460					100,434				100,235
1881	279,908					156,820				110,157
1882	276,589					200,124			4,689	116,548
1883	301,710					248,366			48,522	111,300
1884	306,150					321,637			45,378	150,085
1885	328,601					226,864			17,308	173,980
1886	359,238					214,235				158,618
1887	465,445					288,358				196,914
1888	589,512					347,754				155,267
1889	664,263					170,258	16,085			110,343
1890	652,408				74,757	201,191	29,886			176,130
1891	818,656				190,858	173,373	16,821			143,820
1892	943,943				245,673	184,370				157,986
1893	931,513				194,182	154,371				137,714
1894	860,503				211,714	146,495				
1895	725,529				193,997	104,015				82,688
1896	571,677				188,663	122,363				76,760
1897	651,321				217,977	120,607				61,306
1898	763,677				183,694	123,430				63,689
1899	978,368				270,062	118,820				52,912
1900	960,688				272,451	136,514		177,715		22,347
1901	1,035,378				276,795	144,389		615,453		
1902	992,786				267,088	32,673		885,747		

1903	1,140,874				267,088	32,673		615,453		
1904	1,669,919				194,592			885,747		
1905	1,813,288				332,772			919,856		
1906	1,782,894				354,358			1,157,224		
1907	1,482,593			12,007	450,636			1,068,468		
1908	1,247,985			220,576	581,402			771,391		
1909	1,350,875			495,523	538,511			622,638		
1910	1,212,770			720,494	585,525			654,199		
1911	973,946	112,604		1,019,454	652,427			590,753		
1912	1,018,537	290,959		939,434	592,294			474,391		
1913	844,908	326,215		1,040,534	632,122			408,120		
1914	699,155	385,184		990,853	612,329			429,299		
1915	786,712	472,077		938,073	628,311			389,849		
1916	869,939	486,246		879,098	627,645			427,281		
1917	825,752	484,098		890,735	743,503			490,911		
1918	908,811	557,770		758,953	835,857			378,437		
1919	686,134	336,892		857,303	750,478			309,706		
1920	972,890	434,266		500,307	559,621			238,185		
1921	809,418	396,343	235,613	646,691	689,714			325,818		
1922	636,246	275,486	264,606	692,283	484,047			366,830		
1923	866,032	362,002	400,750	486,640	349,569			241,227		
1924	731,840	293,263	313,198	698,003	543,822			370,495		
1925	764,030	270,121	305,912	671,916	470,835			340,626		
1926	806,196	263,274	323,380	647,723	443,833			347,446		
1927	892,620	261,118	317,500	577,826	493,441			312,128		
1928	887,006	297,279	412,004	505,463	483,949			289,780		
1929	898,425	348,359	455,130	559,537	513,200			258,364		
1930	854,063	330,564	431,960	648,985	529,013			180,720		
1931	713,473	271,042	383,736	708,125	485,772			87,169		
1932	546,274	250,392	309,195	642,266	443,010					
1933	607,111	263,656	326,612	535,027	404,382					
1934	650,901	297,983	395,219	541,149	359,030					
1935	784,799	387,808	483,758	671,645	386,805					
1936	853,748	490,266	506,829	774,994	456,372					
1937	774,520	592,693	524,753	890,386	544,930					
1938	675,444	588,080	544,241	859,523	564,139					
1939	705,919	675,063	557,378	721,407	487,806					
				832,771	489,872					
TOTAL	50,398,681	10,801,103	7,491,774	23,575,704	22,083,835	4,680,346	62,792	14,130,226	115,897	2,7

NOTES:
1. From date of opening of mining districts until October 31, 1890, inclusive, coal was recovered by Coal Company with the exception of that at Superior, which from date of opening until April 3
2. The Winton Mines were purchased by The Union Pacific Coal Company May 16, 1921, from the "Megeath." From the time of the opening in 1917 to May 16, 1921, 609,642 tons were mined b
3. The Pleasant Valley (Scofield) Mines were closed from 1898 to 1906, inclusive, again from 191 covered from these mines since 1936, this property abandoned by The Union Pacific Coal Con
4. Washington Union Coal Company tonnages shown separately from The Union Pacific Coal C

ED BY THE UNION PACIFIC RAILROAD COMPANY, THE COAL DEPARTMENT,
ON PACIFIC COAL COMPANY, SUPERIOR COAL COMPANY AND WASHINGTON
THE OPENING OF THE VARIOUS MINING DISTRICTS.

			UTAH		COLORADO						WASHINGTON	
ounty	Uinta County		Summit County	Carbon County	Park County	Gunnison County	Weld County	Boulder County			Washington Union Coal Company	
Twin Creeks	*Almy*	*Spring Valley*	*Grass Creek*	*Pleasant Valley*	*Como*	*Baldwin*	*Erie*	*Northrop*	*Louisville*	*Total All Mines*	*Tono*	*Year*
										6,925		1868
	1,967									49,383		1869
	12,454									88,315		1870
	21,172									93,487		1871
	22,713									116,627		1872
	22,847									128,711		1873
	23,006									137,362		1874
	41,805									208,222		1875
	60,756									264,771		1876
	54,643									275,480		1877
	59,096									275,795		1878
	71,576									340,153		1879
	100,235									445,129		1880
	110,157		40,608							587,493		1881
4,689	116,548		63,895				14,953	5,092	44,735	726,625		1882
48,522	111,300		47,219	10,833	60,140	12,990	12,695	18,085	97,115	968,975		1883
45,378	150,085		35,548	31,193	62,471	29,034	24,274	5,905	73,968	1,085,643		1884
17,308	173,980		50,613	42,995	43,702	14,175	7,311		33,646	939,195		1885
	158,618		29,131	34,639	24,207	29,845				849,913		1886
	196,914		4,946	42,309	23,198	40,904				1,062,074		1887
	155,267			56,671	37,240	56,348				1,242,792		1888
	110,343			63,376	39,939	49,183				1,113,447		1889
	176,130			77,532	49,594	6,619				1,268,117		1890
	143,820			63,121	47,403	14,339				1,468,391		1891
	157,986			53,009	58,979	7,936				1,651,896		1892
	137,714			49,313	38,769					1,505,862		1893
				54,581	25,715					1,299,008		1894
	82,688			40,682						1,146,911		1895
	76,760			50,259						1,009,722		1896
	61,306			19,569						1,070,780		1897
	63,689									1,134,490		1898
	52,912									1,420,162		1899
	22,347	14,675								1,406,675		1900
5		111,613								1,745,890		1901
3		110,614								2,018,614		1902
7		118,825								2,340,038		1903
6		121,037								3,043,584		1904
		16,210								3,341,080		1905
4										3,314,005		1906

	65,089									1,420,102		1899
	52,912											
										1,406,675		1900
	22,347	14,675								1,745,890		1901
		111,613								2,018,614		1902
		110,614								2,340,038		1903
		118,825								3,043,584		1904
		121,037										
										3,341,080		1905
		16,210								3,314,005		1906
										3,132,489		1907
				76,527						3,175,688	12,249.70	1908
				271,031						3,583,545	77,478.05	1909
				272,452								
				233,843						3,709,247	28,601.10	1910
				34,843						3,127,512	89,235.40	1911
										3,390,272	136,543.15	1912
										3,203,604	152,769.85	1913
										3,040,572	109,495.35	1914
										3,192,813	112,007.25	1915
										3,481,334	164,316.00	1916
										3,283,097	204,452.85	1917
										3,384,068	270,345.80	1918
										2,321,139	213,298.65	1919
										3,069,379	257,104.10	1920
										2,984,534	253,448.75	1921
										2,253,774	178,719.80	1922
										3,241,104	250,846.00	1923
										2,821,678	263,788.10	1924
										2,779,065	257,096.15	1925
										2,776,245	250,222.55	1926
										2,750,430	257,332.85	1927
										2,927,390	260,885.35	1928
										3,060,632	235,575.05	1929
										2,897,653	180,364.50	1930
										2,453,527	97,068.80	1931
										2,045,270	56,483.85	1932
										2,097,558		1933
										2,402,553		1934
										2,887,731		1935
										3,286,159		1936
										3,315,628		1937
										3,016,978		1938
										3,261,003		1939
115,897	2,750,834	492,974	271,960	1,578,778	511,357	261,373	59,233	29,082	249,464	139,545,413	4,369,729.00	TOTAL

recovered by The Union Pacific Railroad Company and the Railroad's Coal Department, and thereafter by The Union Pacific until April 30, 1916, inclusive, was recovered by the Superior Coal Company.

1921, from the Megeath Coal Company, which company opened and operated the mines previous to that date, under the name of were mined by the Megeath Coal Company.

gain from 1912 to 1916, inclusive; from 1917 to December 31, 1936, 1,687,393 tons were mined by lessees. No coal has been re-

ific Coal Company.

Pacific Coal Company.