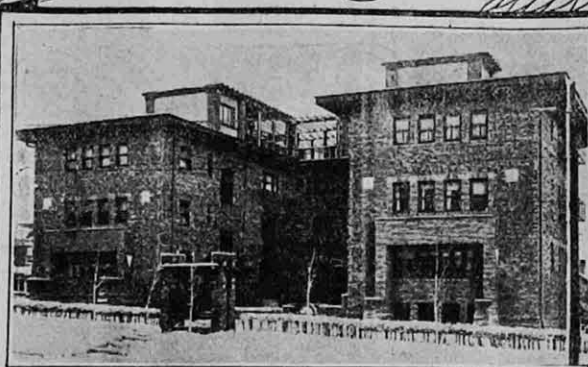


SOME OF SALT LAKE'S NEW BUILDINGS 1909



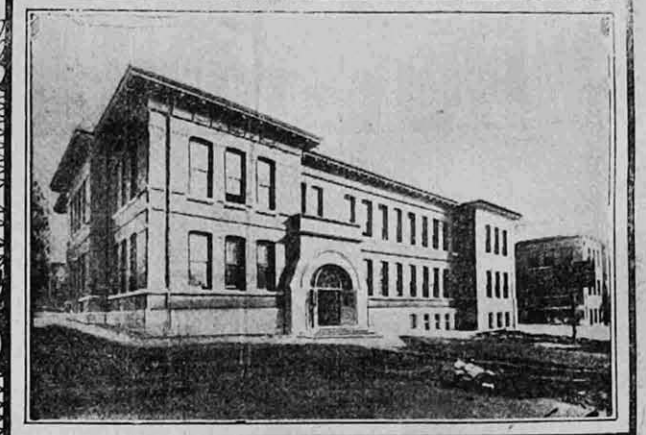
Commercial Club Building
Ware and Treganza, Architects



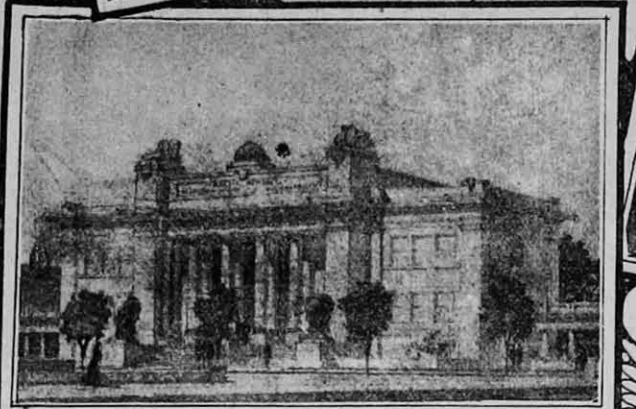
Riter Apartments, Cor. H and 2nd Ave.
Ware and Treganza, Architects



New Home of Carlsen and Jensen Co.
74 Main St.



Wasatch School
Dallies and Jeddies Architects



Maeser Memorial Bldg, Private
Ware and Treganza Architects



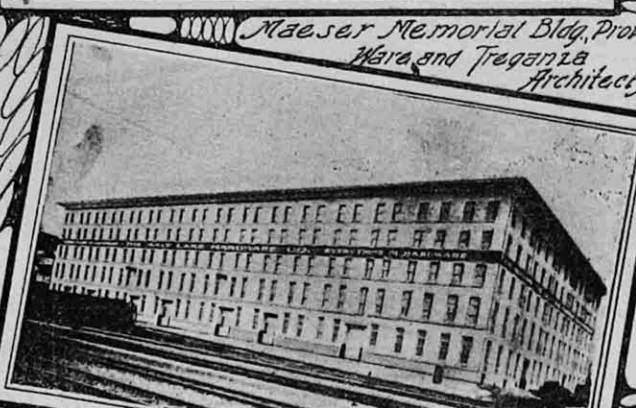
Jefferson School
A. and J. M. Donald Contractors



Z. C. M. I. Addition
Rutherford and Hansen Architects



Residence of Prof. W. M. Stewart
325 1/2 and 1st East St.
Ashton Bros. Contractors and Builders



Salt Lake Hardware Wholesale Building



Quayle Building, For The Geo. O. Cannon Assn.
Cannon and Felzer Architects



Grosbeck-Forshee Building
Bilfinger and Sundberg Architects



Residence of Geo. Stringfellow, 604 1/2 5th East



Miller Ward Meeting House
Rutherford and Hansen Architects



Residence of Edward E. Jenkins



Mullen Apartment House
Bilfinger and Sundberg Architects



12th and 13th Wards Meeting House
Rutherford and Hansen Architects

The Salt Lake Pressed Brick Company.



DAY SHIFT AT THE SALT LAKE PRESSED BRICK CO.'S PLANT.

One of the foremost establishments of its kind in the Intermountain west is the Salt Lake Pressed Brick Co., located within three miles southeast of this city. It is a leader amongst the brick companies of Utah, and therefore, a short description of its magnitude is opportune. Some idea as to the size of the mammoth works owned by the Salt Lake Pressed Brick company can be derived from the fact that it is able to furnish sufficient brick to build 10 modern five-room cottages every day the year around—an aggregate of about 200,000 bricks per day.

This company, which is under the efficient management of a board of directors, has been much honored since its organization by the granting to it of numerous medals given as indicative of the excellence of the bricks it produces.

It was on Jan. 18, 1891, that a very unpretentious business was begun on the present site of the enormous establishment. The shrewdness and far-sightedness of the management were shown in the choice of a location for the plant. Stretching for miles to the east and for a considerable distance in every other direction the whole country has an inexhaustible supply of superior clay. Experiments have proved that a depth of 14 feet of clay about the factory can be converted into a grade of brick for which the company has already achieved great praise and fame. Alongside this fact it is worthy of mention to say that the branch line of the Park City road brings the brick of this company within easy access of Utah's metropolis.

Connected with the founding of the Salt Lake Pressed Brick company, was

one of the pioneer brick makers of the state, Mr. William S. Simpkins, who brought with him the experience of years—one of the main causes of the excellence of this company's product. At first the daily capacity was only 20,000 bricks, the buildings and machinery then installed being wholly inadequate to supply the demand; therefore, very soon kilns, larger buildings, improved machinery, and a generally greater capacity were added. The working force was increased, more clay was purchased, and in all a thorough transformation was effected.

The magnitude of the operations of this company is evidenced by the fact that 40 teams are kept in constant operation, supplying the kilns with clay; and 250 tons of coal are used by the company each week. One tunnel kiln having 20 chambers, has a capacity of 600,000 bricks, and another having 22 chambers, a capacity of 700,000 bricks. The new plant with its double row of kilns, 600 feet in length, having a total capacity of 1,000,000 bricks, the press room containing four of the latest improved Boyd presses, and the two wire cutting machines, give ample evidence of the magnitude and quality of this excellent establishment. In fact when all the vast machinery, there seen, is in operation one is apt to inquire concerning the growth of the institution, and also to wonder somewhat what motor power is employed. He is told that the plant is run by electricity furnished from the Mill Creek Power company, situated about six miles to the southeast in the Mill Creek canyon. Coming to the burning process, we find it to be a most interesting one. The feeders with small shovels in hand administer the large portions of coal to the hungry flames which keep the brick in almost a white heat. This process is continued for 13 days, but not before the end of

of the twenty-fifth day are the bricks sufficiently cool for handling. Particular economy is shown in the utilizing of the surplus heat from the kilns; this is conveyed to large rooms into which the "green" bricks are placed to undergo the process of drying, preparatory to being placed in the kiln. It is interesting to know why some bricks produced by this company are red and some are white. The dark colored clay invariably produces a white brick, while the red clay as a matter of course comes out a red brick. However, a great variety of shades both red and white results from a difference of heating in the kilns. This necessitates the shading process known to brick men by which a thorough segregation follows after the bricks are removed from the kilns.

Hand labor has been reduced to a minimum in the new factory, and about the yard may be seen mammoth cranes which lift 20,000 bricks or more at a time, conveying them to different wagons. In fact the wagon itself is lifted by these cranes from the roadside, loaded, and replaced again ready to proceed on its way. This one item—the hauling of the brick from the factory—is one of enormous expense in which many men find constant and profitable employment.

Many of the finest buildings in Salt Lake City are constructed with brick furnished by the Salt Lake Pressed Brick company, notably the following: State university, Groves L. D. S. hospital, Holy Cross hospital annex, Brigham Young Memorial, All Hallows, Barrett Mall, University club, Elks' club, Bransford flats, the Grace, Emery and Louise flats, the Kennington apartments, St. Regis, the Zimmerman, the Judd apartments, as well as a score of others. Twenty-five of the largest school buildings in Salt Lake county have been built by this company's

brick. The huge smelters at Garfield, Tooele and Murray also have been constructed with material furnished from the same place. Shipments are made by the Salt Lake Pressed Brick company to southern Utah, various points in Nevada, various points in Idaho, and, in fact, to the entire inter-mountain region. Labor is furnished to hundreds of Salt Lake people; the bricks are a credit to the city, as well as to the state, and in every sense of the word, the Salt Lake Pressed Brick company occupies a most enviable position among our praiseworthy enterprises.

UTAH'S HYDROCARBONS.

THE enormous wealth of Utah's hydrocarbon field is something that is but little appreciated. In eastern Utah is this great storehouse of treasure which the United States government has estimated as being worth seven billions of dollars. In only one other place in the world are hydrocarbons found in any quantity, and that is in South America. Utah has elaterite, Gilsontite, Tabbite and ozokerite. Their uses are innumerable. Paints of various sorts are made from them, they are used in art work and a process is now being used in Salt Lake City by which a mineral rubber is manufactured.

W. Weston, who examined all the hydrocarbon fields of Utah and Colorado for the Denver & Northwestern or Moffat railroad, has given a full account of these deposits and in part he says:

"Where the coal ends in this Utah-Colorado region, the hydrocarbons begin at the state line of Colorado and Utah, and extend west to Fort Duchesne and Paria, and then on to the elaterite deposits of Indian Lake and Sam's canyon, 50 miles southwest of Fort Duchesne. The total hydrocarbon area is estimated at about 10,000 square miles and the tonnage from five Gilsontite veins—the Cowboy, Black Dragon, Bonanza, Culmer and Duchesne, including the Middle Park (Colorado) vein—at 32,000,000 tons. The Utah Gilsontite is valued at from \$22 to \$40 and \$45 per ton, and the elaterite at \$65. The chief hydrocarbon field along the Moffat road is in the Uintah basin, which is 150 miles long by 60 miles wide, with an elevation of 6,000 feet. The formations are sandstones and shales and limestones.

"Up to 1909, the shipments were all by wagon to comparatively distant railroads. Yet, with this disadvantage, their united value was estimated at \$50,000 per month. The American Asphalt association quotes Gilsontite at \$40 a ton at Denver. The Raven Mining company quotes elaterite at \$60 a ton on the cars in Utah. Cost of mining and packing at the Duchesne was \$3 per ton, or a total for production and transportation of \$21. Shipments from the Cowboy series, Colorado line, cost \$22 per ton, including wagon haulage to Rifle, Colo. The cost of putting this



Vermont Building
Monson and Schaub Architects

on the market is estimated at \$26 per ton. So that even with crude methods of mining and long wagon haulage, there is a certain profit on the Gilsontite of \$15 to \$20 per ton. The profits on the elaterite, which occurs in smaller veins and closer to the railroad, are estimated at \$45 per ton. These profits far exceed what is commonly realized from an ordinary gold or silver mine.

"The Willow Creek Gilsontite deposits are on a tributary of the Grand river in Middle Park. The vein runs north and south, and dips 30 degrees to the west or out of the hill. At the intersection of two veins the Gilsontite is 13 feet wide, but the average is four feet. It is in a vertical fissure in sandstone, filled from below with mineral pitch. The vein is traceable 3,000 feet on the surface. The Gilsontite is uniform and pure, and 1,500 tons have been shipped from the surface. One man can stop down 12 tons per day. The cost of production would be \$10."

A STUDENT'S PRACTICAL JOKE.

At Oxford, three university students entered the railway compartment in which I was traveling. From their conversation among themselves and their good-bys to friends on the platform I learned that the dapper little fellow in gray was Durand; the tall, handsome one, Francis; while the wag

of the party was affectionately called "Winks."

As Durand reached up to put his bag in the rack, his ticket was deftly extracted from his pocket by "Winks." When the train began to move, "Winks" called out: "Here comes the guard. Get your tickets ready, fellows."

Durand searched wildly in one pocket after another, and was just beginning to go the rounds a second time when "Winks" cried excitedly: "It's no use, old man; the ticket is gone. Get under the seat, quick."

His advice was followed with alacrity, and an instant later the guard appeared. "Four tickets and only three people! How is this?" he asked.

"Oh," said "Winks" apologetically, "our friend is under the seat. He prefers to ride that way."

CONGRATULATE EITHER WAY.

An author had been congratulated on the success of his last book.

"Thank you," said the author, "and I am glad your congratulations don't work both ways."

"Work both ways?"

"Yes. Like those that were once offered to a man named Brownlow."

"A friend said to Brownlow: 'Let me congratulate you. I see by the paper that your wife has presented you with twins.'"

"Brownlow smiled."

"No," he said, "that is a mistake. The father's name is John C. Brownlow. I am John K. Brownlow."

"Ah," cried the other man heartily, "then I do indeed congratulate you!"

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