

The Short Line Changes Hands

Senator Clark of Montana Now Owner of That Part of The Road South of Salt Lake City—Story Long Since Published in the Deseret News is Correct—Road to Los Angeles to be Completed Within Two Years.

HOW THE GOOD NEWS CAME TO SALT LAKE.

The good news came to Salt Lake in the form of the following dispatch, too late for publication in the evening papers, but in time for Sunday morning's papers, which made the best possible use of it:

New York, April 18.—Senator W. A. Clark states that he has purchased for San Pedro, Los Angeles & Salt Lake Railroad company all lines and equipment of Oregon Short Line company lying south of Salt Lake in Utah and Nevada, including Leanington cut-off, and has obtained a 99 year lease on terminal facilities in Salt Lake City in conjunction with Oregon Short Line. The property will be transferred as soon as necessary directors' meetings may be held and contracts approved. Grading and track laying will be commenced at Daguerre, California, and the road will soon be extended from Caliente through Nevada, from Leanington to Caliente the road will be improved and relaid with 75-pound rails. The western terminus of the road is now being operated from San Pedro harbor to Ontario, and will soon be completed and in operation as far as Riverside. He hopes to have the road completed in about two years.

A. UNDERWOOD, (Private Secretary to William A. Clark.)

Senator Clark Tells His Own Story;

It is Not a Lease but an Out and Out Buy.

Immediately after the announcement had been wired to Salt Lake the Associated Press interviewed Senator W. A. Clark regarding the project. Some errors crept into the matter sent out by the big news association yesterday with the result that the subjoined statement was issued as a substitute:

New York, April 19.—Senator W. A. Clark of Montana tonight said that he desired to correct certain material errors which had crept into his interview of yesterday relative to the newly organized San Pedro, Los Angeles & Salt Lake Railroad company.

"The transaction," said Senator Clark, "has been described as a lease. On the contrary, I and my associates have purchased all of the lines of the Oregon Short Line company south of Salt Lake City and will construct about 400 miles of road from Caliente, Nev., southwesterly through Cajon Pass to Riverside, from which point the road will soon be completed to Los Angeles.

"The San Pedro, Los Angeles & Salt Lake Railroad company is authorized to issue \$50,000,000 of bonds and has \$25,000,000 capital stock. It has purchased the Oregon Short Line system south from Salt Lake City to Caliente, embracing 340 miles of road, and in addition to the main line, has taken over several shorter lines. Most important is the Leanington cut-off, extending from Salt Lake City to Leanington, Utah. The cut-off is now being constructed and is only 117 miles long, besides having the advantage of lower grades.

"West from Caliente I have already had forty miles of grading completed. The road will go through the Meadow valley wash, the dry channel of an old water course, which constitutes the only available route. At Cajon we meet a grade of 100 feet, but aside from this the maximum grade is but seventy-nine feet. The cost will average \$30,000 a mile.

"The portion of the Oregon Short Line system which we have purchased will be relaid with seventy-five-pound rails, and the equipment will be the very best. From San Pedro to Los Angeles and Riverside the road now has the best Pullman passenger equipment, which will be extended to the entire system. In southern California tributary to the line 25,000 carloads of fruit were raised last year, and there are existing orchards which in less than five years will have an annual output of 50,000 carloads. The new line will swiftly move trainloads from that section into a cooler altitude, an important desideratum in handling such perishable shipments.

"From Salt Lake City to Los Angeles by this new route is 800 miles, which we intend to cover with limited trains in twenty-four hours.

"At present traffic from Salt Lake City can only reach Los Angeles via Sacramento, a distance of about 1,300 miles.

"At San Pedro the United States government is building a breakwater, to cost \$2,000,000, and Wilmington bay is being deepened by dredging, so that it will form a sea harbor.

"Near Riverside we are constructing across the Santa Ana river a great concrete bridge with eight spans of 160 feet each, and an extreme height of seventy feet.

"We have made arrangements with the Oregon Short Line company for a joint use of its terminals for a period of ninety-nine years. Tributary to the new road are vast deposits of iron and other minerals that only await development.

"No bonds have been issued on the Los Angeles road so far completed, and \$15,000,000 of the \$50,000,000 bonded debt will be held in reserve in the company's treasury to be applied to the construction of branch lines.

"We expect to have the through line fully completed within two years."

Deal Has Been Closing for Past Six Months; Another Financial Triumph for Senator Clark.

On Saturday evening official confirmation of the sale of the Oregon Short Line trackage, rights-of-way, rolling stock and other appurtenances connected with the system south of Salt Lake to the San Pedro, Los Angeles & Salt Lake came to Salt Lake direct from Senator W. A. Clark, president of the new line, in a brief transcontinental railroad system in a short dispatch signed by A. Underwood, private secretary to the Senator, the closing of the deal was announced.

It is now in order for Salt Lake real estate to start several notches, the residents of Southern Utah to set apart a day of celebration, and the hopes of the Deep Creek miners to be realized after many years.

That such a deal has been under way for the past six months has been patent to the readers of the "News" for several months past. The deal was to all intents and purposes closed some time ago, but there were minor matters to be cleaned up before an official announcement was forthcoming. All obstacles have been overcome and now all that remains is for the directors of the San Pedro to go through the form of ratifying the sale at a special meeting to be called in the near future when the property will be turned over to the San Pedro and active construction pushed from both ends of the line simultaneously.

TRAINS IN TWO YEARS.

Senator Clark announces that trains will be running through to Los Angeles in two years from date. Others familiar with the situation aver that the Montana multi-millionaire is conservative in his estimate and that 18 months hence the gap across the Nevada desert will be closed up.

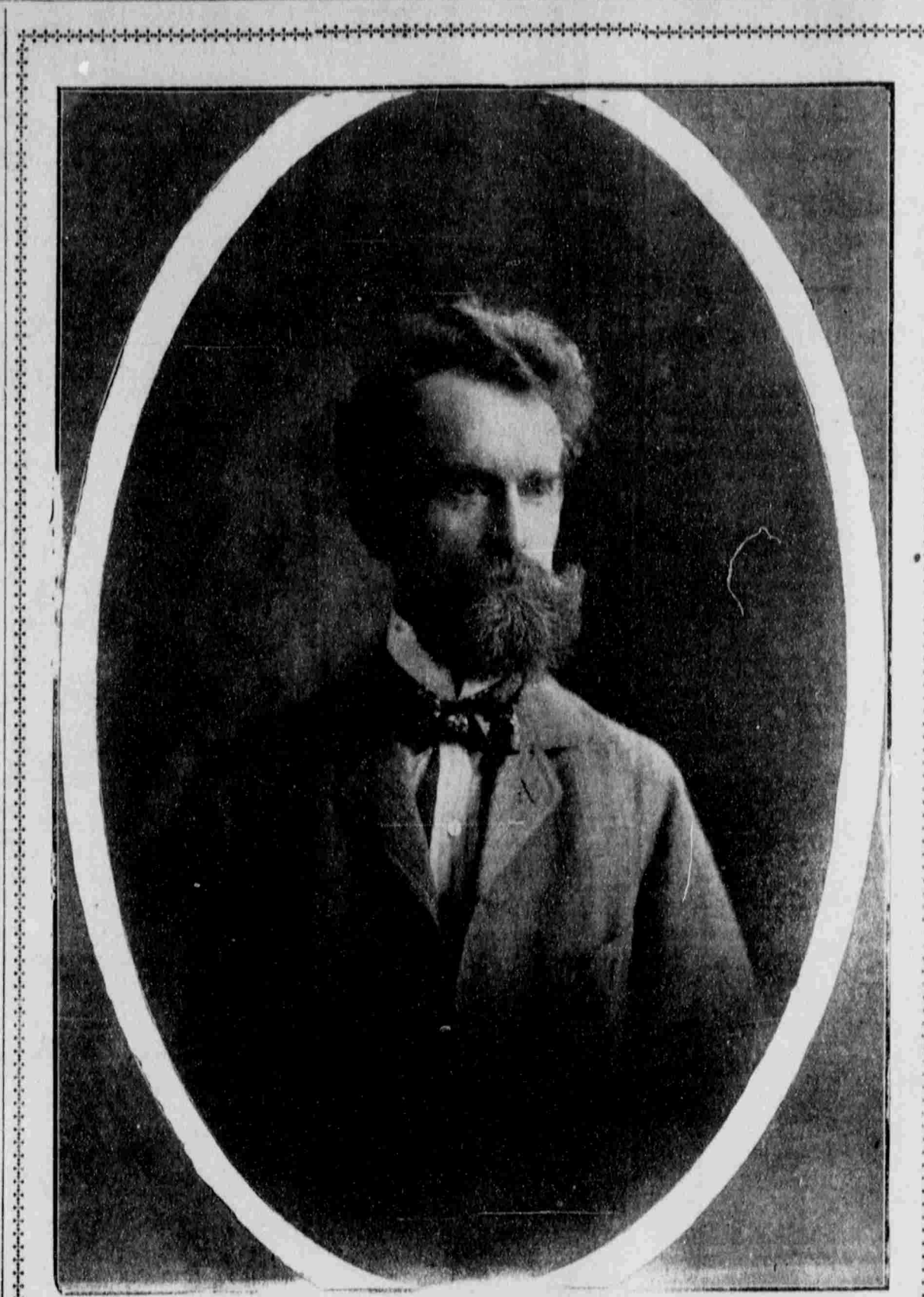
Needless to say the elation following the announcement is great and the cheering skeptics who were wont to call the San Pedro project the "Hot Air Route" are now conspicuously by their heels. They are utterly vanished.

FINEST ROADBED.

Considerable has been printed regarding the "Pennsylvania" road bed of the San Pedro now being constructed in California. This will be the finest roadbed in the world, the permanent way. It is promised that there will be no road like it in the west and few like it in the east.

A MOMENTOUS STRUGGLE.

It is the inside history of the struggle



SENATOR W. A. CLARK.

Working capital	2,500,000
Opening up coal property	250,000
Total	\$2,750,000
It beehive ovens were built at coal mines, the investment would be \$1,000,000 less.	
COST OF MAKING BESSEMER PIG IRON IN UTAH.	
(Based on making coke at coal mines in beehive ovens.)	
2,000 pounds of coke	\$1.25
Ore, delivered at plant, 4.5-5 tons	1.20
One-half ton limestone at 60 cents	1.25
Labor, incidentals, salaries, repairs, renewals and replacements	1.50
Total	\$5.50
Cost of making Bessemer pig iron in Utah, based on making coke at works with by-product ovens:	
Cost of coal at mines, per ton	\$5
Freight on same	1.00
One and one-third tons of coal at \$15.50	2.07
Cost of making	40
Total cost of coke	\$2.47
Less credit for ammonia, tar, benzole and 8,000 feet of gas per ton of coal	80
Net cost of coke	\$1.67
This effects a saving of \$6.83 on the cost necessary for each ton of pig iron, bringing the cost of production down to \$4.72 a ton.	
Figuring the cost of Bessemer pig at \$6, however, there is an enormous profit in selling it direct or manufactured into rails, as follows:	
Cost of rails, based on Bessemer pig iron at \$6 and \$7 for conversion into rails	\$13
Present selling price at works	28
Profit per ton	15
Six hundred thousand tons of rails at \$15 per ton, profit \$9,000,000.	
OFFICIAL REPORTS ON IRON.	
A recent report on the iron mines and the conditions relative to prospective manufacturing in Utah is as follows:	
"The iron properties in Iron county, southwestern Utah, are situated in Iron Mountain and Iron Springs districts, which are about twenty-two miles southeast of the Oregon Short Line railroad.	
"The deposits cover an area fifteen miles long by about three miles wide, the ore showing on the surface at three different points. The ore is principally soft and red brown hematite, which can be handled easily by steam shovel, except where blonious occur, which are hard and magnetic. Hundreds of acres will require only one to three feet of stripping. It is the best of the firm of Winston Bros. & Sons, Duluth, estimates that ore can be stripped, mined and put on cars for 15 cents per short ton.	
"There are apparently three separate veins, the largest being 800 feet between walls; second about 500 feet and the third about 200 feet. The largest vein has been developed along the strike for about 15,000 feet, the 500-foot vein for about 12,000 feet and the 200-foot vein for about 5,000 feet.	
"The development work has been done principally by pits and shafts, there being about 1,500 of them. There are also numerous trenches and tunnels. The deepest shaft is 150 feet. About \$125,000 has been expended in this work. The ore occurs between lime and granite.	
"Various iron experts who have made examination of these properties, stating that it is the largest surface showing of iron in the world. The tonnage in sight is so great that it is very difficult to state what it is, but the various experts have made estimates ranging from 100,000,000 to 500,000,000 short tons. They also stated that the possibilities of the deposit were from 500,000,000 to 1,000,000,000 short tons. About 65 per cent of the ore is hematite, balance being basic. By mining the two ores, the percentage of Bessemer would be much increased.	
"The ore runs an average of about 60 per cent metallic iron. The average in silica is about 7 per cent. The limestone adjacent to the iron has all proper fluxing qualifications necessary in furnace work.	
COAL MEASURES.	
"The coal measures in Carbon county produce a coke which is equal to the Connellsville article, both as regards analysis and strength necessary to carry furnace burden. This coal is about 25 miles from the iron, on the Rio Grande Western railroad.	
"The iron fields are 273 miles from Salt Lake City and 445 miles by Clark road survey from San Pedro harbor, which is the Pacific coast terminus of the Clark road.	
"Experts figure that pig iron can be manufactured in Utah for \$6 a ton and that steel rails can be made for \$13 a ton. The Colorado Fuel & Iron company, at Pueblo, Colo., is the only pig iron producer in the west, and the Mississippi river, and its cost per ton is high, as all the raw materials are hauled from considerable distances—Arizona, New Mexico, Wyoming, etc.—to point of manufacture, which is 1,400 miles from the Pacific coast and 900 miles farther from the coast than the Utah iron. This company could not compete with an iron and steel plant in Utah for the Pacific coast and Oriental iron and steel business.	
"Pig iron sells in Salt Lake City at \$38 to \$42 a ton, and in San Francisco at \$34 to \$38. Steel rails in Salt Lake are \$46 and in San Francisco \$48. The annual consumption of rails on the Pacific coast is about 300,000 tons, and of pig iron \$80,000 tons. The consumption would be much increased if iron products could be obtained from Utah cheaper. This iron field, developed, will eventually control the Pacific coast and Oriental iron business if properly manipulated. The Orient is the future steel market for many of our manufactured commodities, among which iron and steel are the principal. There are no other known iron deposits in the west that are of sufficient extent to be considered as the basis for developing an iron and steel enterprise."	
BOOM FOR MINING INDUSTRY.	
Capitalists have long had their eye on southern Utah as a profitable field for investment. Now that the railroad is assured this long neglected section of the state will go forward by leaps and bounds. Not only as regards coal, iron, and agricultural pursuits will this hold good, but the mining industry will receive an impetus that will bring wealth into the state.	
The branch to Deep Creek, as outlined in the "News" recently, was returned, while Delamar, Pioche and the hundreds of mining prospects in southern Nevada will all become big producers that will give employment to an army of miners, smelter hands and men.	
EARLY CONTRACTS.	
It is promised that contracts on construction will be let at an early date, possibly within 30 days. Engineer McCarty and Col. Moore left on Thursday for Nevada, where they have gone to rush the finishing touches to the survey and everything goes to show that dirt will begin to fly in the near future from both ends of the line.	
MILLIONS NOW READY.	
Senator Thomas Kearns states that \$25,000,000 in cash is now available for the work and that nearly half as much is to be spent later on the construction of feeders.	
DON'T FORGET GIBBON.	
For all of this Utah is indebted to Senator W. A. Clark of Montana and T. E. Gibbon, in whose hands was placed the general outline of the campaign. Vice President Gibbon, for the second time, has been instrumental in securing a great victory over powerful railroad interests, and long after he has passed away the residents of California and Utah will hold him in remembrance for the work he performed in blocking the moves of Collis P. Huntington in the San Pedro harbor matter, and in the victory of the "Salt Lake Route" in 1902.	

Working capital	2,500,000
Opening up coal property	250,000
Total	\$2,750,000
It beehive ovens were built at coal mines, the investment would be \$1,000,000 less.	
COST OF MAKING BESSEMER PIG IRON IN UTAH.	
(Based on making coke at coal mines in beehive ovens.)	
2,000 pounds of coke	\$1.25
Ore, delivered at plant, 4.5-5 tons	1.20
One-half ton limestone at 60 cents	1.25
Labor, incidentals, salaries, repairs, renewals and replacements	1.50
Total	\$5.50
Cost of making Bessemer pig iron in Utah, based on making coke at works with by-product ovens:	
Cost of coal at mines, per ton	\$5
Freight on same	1.00
One and one-third tons of coal at \$15.50	2.07
Cost of making	40
Total cost of coke	\$2.47
Less credit for ammonia, tar, benzole and 8,000 feet of gas per ton of coal	80
Net cost of coke	\$1.67
This effects a saving of \$6.83 on the cost necessary for each ton of pig iron, bringing the cost of production down to \$4.72 a ton.	
Figuring the cost of Bessemer pig at \$6, however, there is an enormous profit in selling it direct or manufactured into rails, as follows:	
Cost of rails, based on Bessemer pig iron at \$6 and \$7 for conversion into rails	\$13
Present selling price at works	28
Profit per ton	15
Six hundred thousand tons of rails at \$15 per ton, profit \$9,000,000.	
OFFICIAL REPORTS ON IRON.	
A recent report on the iron mines and the conditions relative to prospective manufacturing in Utah is as follows:	
"The iron properties in Iron county, southwestern Utah, are situated in Iron Mountain and Iron Springs districts, which are about twenty-two miles southeast of the Oregon Short Line railroad.	
"The deposits cover an area fifteen miles long by about three miles wide, the ore showing on the surface at three different points. The ore is principally soft and red brown hematite, which can be handled easily by steam shovel, except where blonious occur, which are hard and magnetic. Hundreds of acres will require only one to three feet of stripping. It is the best of the firm of Winston Bros. & Sons, Duluth, estimates that ore can be stripped, mined and put on cars for 15 cents per short ton.	
"There are apparently three separate veins, the largest being 800 feet between walls; second about 500 feet and the third about 200 feet. The largest vein has been developed along the strike for about 15,000 feet, the 500-foot vein for about 12,000 feet and the 200-foot vein for about 5,000 feet.	
"The development work has been done principally by pits and shafts, there being about 1,500 of them. There are also numerous trenches and tunnels. The deepest shaft is 150 feet. About \$125,000 has been expended in this work. The ore occurs between lime and granite.	
"Various iron experts who have made examination of these properties, stating that it is the largest surface showing of iron in the world. The tonnage in sight is so great that it is very difficult to state what it is, but the various experts have made estimates ranging from 100,000,000 to 500,000,000 short tons. They also stated that the possibilities of the deposit were from 500,000,000 to 1,000,000,000 short tons. About 65 per cent of the ore is hematite, balance being basic. By mining the two ores, the percentage of Bessemer would be much increased.	
"The ore runs an average of about 60 per cent metallic iron. The average in silica is about 7 per cent. The limestone adjacent to the iron has all proper fluxing qualifications necessary in furnace work.	
COAL MEASURES.	
"The coal measures in Carbon county produce a coke which is equal to the Connellsville article, both as regards analysis and strength necessary to carry furnace burden. This coal is about 25 miles from the iron, on the Rio Grande Western railroad.	
"The iron fields are 273 miles from Salt Lake City and 445 miles by Clark road survey from San Pedro harbor, which is the Pacific coast terminus of the Clark road.	
"Experts figure that pig iron can be manufactured in Utah for \$6 a ton and that steel rails can be made for \$13 a ton. The Colorado Fuel & Iron company, at Pueblo, Colo., is the only pig iron producer in the west, and the Mississippi river, and its cost per ton is high, as all the raw materials are hauled from considerable distances—Arizona, New Mexico, Wyoming, etc.—to point of manufacture, which is 1,400 miles from the Pacific coast and 900 miles farther from the coast than the Utah iron. This company could not compete with an iron and steel plant in Utah for the Pacific coast and Oriental iron and steel business.	
"Pig iron sells in Salt Lake City at \$38 to \$42 a ton, and in San Francisco at \$34 to \$38. Steel rails in Salt Lake are \$46 and in San Francisco \$48. The annual consumption of rails on the Pacific coast is about 300,000 tons, and of pig iron \$80,000 tons. The consumption would be much increased if iron products could be obtained from Utah cheaper. This iron field, developed, will eventually control the Pacific coast and Oriental iron business if properly manipulated. The Orient is the future steel market for many of our manufactured commodities, among which iron and steel are the principal. There are no other known iron deposits in the west that are of sufficient extent to be considered as the basis for developing an iron and steel enterprise."	
BOOM FOR MINING INDUSTRY.	
Capitalists have long had their eye on southern Utah as a profitable field for investment. Now that the railroad is assured this long neglected section of the state will go forward by leaps and bounds. Not only as regards coal, iron, and agricultural pursuits will this hold good, but the mining industry will receive an impetus that will bring wealth into the state.	
The branch to Deep Creek, as outlined in the "News" recently, was returned, while Delamar, Pioche and the hundreds of mining prospects in southern Nevada will all become big producers that will give employment to an army of miners, smelter hands and men.	
EARLY CONTRACTS.	
It is promised that contracts on construction will be let at an early date, possibly within 30 days. Engineer McCarty and Col. Moore left on Thursday for Nevada, where they have gone to rush the finishing touches to the survey and everything goes to show that dirt will begin to fly in the near future from both ends of the line.	
MILLIONS NOW READY.	
Senator Thomas Kearns states that \$25,000,000 in cash is now available for the work and that nearly half as much is to be spent later on the construction of feeders.	
DON'T FORGET GIBBON.	
For all of this Utah is indebted to Senator W. A. Clark of Montana and T. E. Gibbon, in whose hands was placed the general outline of the campaign. Vice President Gibbon, for the second time, has been instrumental in securing a great victory over powerful railroad interests, and long after he has passed away the residents of California and Utah will hold him in remembrance for the work he performed in blocking the moves of Collis P. Huntington in the San Pedro harbor matter, and in the victory of the "Salt Lake Route" in 1902.	

Working capital	2,500,000
Opening up coal property	250,000
Total	\$2,750,000
It beehive ovens were built at coal mines, the investment would be \$1,000,000 less.	
COST OF MAKING BESSEMER PIG IRON IN UTAH.	
(Based on making coke at coal mines in beehive ovens.)	
2,000 pounds of coke	\$1.25
Ore, delivered at plant, 4.5-5 tons	1.20
One-half ton limestone at 60 cents	1.25
Labor, incidentals, salaries, repairs, renewals and replacements	1.50
Total	\$5.50
Cost of making Bessemer pig iron in Utah, based on making coke at works with by-product ovens:	
Cost of coal at mines, per ton	\$5
Freight on same	1.00
One and one-third tons of coal at \$15.50	2.07
Cost of making	40
Total cost of coke	\$2.47
Less credit for ammonia, tar, benzole and 8,000 feet of gas per ton of coal	80
Net cost of coke	\$1.67
This effects a saving of \$6.83 on the cost necessary for each ton of pig iron, bringing the cost of production down to \$4.72 a ton.	
Figuring the cost of Bessemer pig at \$6, however, there is an enormous profit in selling it direct or manufactured into rails, as follows:	
Cost of rails, based on Bessemer pig iron at \$6 and \$7 for conversion into rails	\$13
Present selling price at works	28
Profit per ton	15
Six hundred thousand tons of rails at \$15 per ton, profit \$9,000,000.	
OFFICIAL REPORTS ON IRON.	
A recent report on the iron mines and the conditions relative to prospective manufacturing in Utah is as follows:	
"The iron properties in Iron county, southwestern Utah, are situated in Iron Mountain and Iron Springs districts, which are about twenty-two miles southeast of the Oregon Short Line railroad.	
"The deposits cover an area fifteen miles long by about three miles wide, the ore showing on the surface at three different points. The ore is principally soft and red brown hematite, which can be handled easily by steam shovel, except where blonious occur, which are hard and magnetic. Hundreds of acres will require only one to three feet of stripping. It is the best of the firm of Winston Bros. & Sons, Duluth, estimates that ore can be stripped, mined and put on cars for 15 cents per short ton.	
"There are apparently three separate veins, the largest being 800 feet between walls; second about 500 feet and the third about 200 feet. The largest vein has been developed along the strike for about 15,000 feet, the 500-foot vein for about 12,000 feet and the 200-foot vein for about 5,000 feet.	
"The development work has been done principally by pits and shafts, there being about 1,500 of them. There are also numerous trenches and tunnels. The deepest shaft is 150 feet. About \$125,000 has been expended in this work. The ore occurs between lime and granite.	
"Various iron experts who have made examination of these properties, stating that it is the largest surface showing of iron in the world. The tonnage in sight is so great that it is very difficult to state what it is, but the various experts have made estimates ranging from 100,000,000 to 500,000,000 short tons. They also stated that the possibilities of the deposit were from 500,000,000 to 1,000,000,000 short tons. About 65 per cent of the ore is hematite, balance being basic. By mining the two ores, the percentage of Bessemer would be much increased.	
"The ore runs an average of about 60 per cent metallic iron. The average in silica is about 7 per cent. The limestone adjacent to the iron has all proper fluxing qualifications necessary in furnace work.	
COAL MEASURES.	
"The coal measures in Carbon county produce a coke which is equal to the Connellsville article, both as regards analysis and strength necessary to carry furnace burden. This coal is about 25 miles from the iron, on the Rio Grande Western railroad.	
"The iron fields are 273 miles from Salt Lake City and 445 miles by Clark road survey from San Pedro harbor, which is the Pacific coast terminus of the Clark road.	
"Experts figure that pig iron can be manufactured in Utah for \$6 a ton and that steel rails can be made for \$13 a ton. The Colorado Fuel & Iron company, at Pueblo, Colo., is the only pig iron producer in the west, and the Mississippi river, and its cost per ton is high, as all the raw materials are hauled from considerable distances—Arizona, New Mexico, Wyoming, etc.—to point of manufacture, which is 1,400 miles from the Pacific coast and 900 miles farther from the coast than the Utah iron. This company could not compete with an iron and steel plant in Utah for the Pacific coast and Oriental iron and steel business.	
"Pig iron sells in Salt Lake City at \$38 to \$42 a ton, and in San Francisco at \$34 to \$38. Steel rails in Salt Lake are \$46 and in San Francisco \$48. The annual consumption of rails on the Pacific coast is about 300,000 tons, and of pig iron \$80,000 tons. The consumption would be much increased if iron products could be obtained from Utah cheaper. This iron field, developed, will eventually control the Pacific coast and Oriental iron business if properly manipulated. The Orient is the future steel market for many of our manufactured commodities, among which iron and steel are the principal. There are no other known iron deposits in the west that are of sufficient extent to be considered as the basis for developing an iron and steel enterprise."	
BOOM FOR MINING INDUSTRY.	
Capitalists have long had their eye on southern Utah as a profitable field for investment. Now that the railroad is assured this long neglected section of the state will go forward by leaps and bounds. Not only as regards coal, iron, and agricultural pursuits will this hold good, but the mining industry will receive an impetus that will bring wealth into the state.	
The branch to Deep Creek, as outlined in the "News" recently, was returned, while Delamar, Pioche and the hundreds of mining prospects in southern Nevada will all become big producers that will give employment to an army of miners, smelter hands and men.	
EARLY CONTRACTS.	
It is promised that contracts on construction will be let at an early date, possibly within 30 days. Engineer McCarty and Col. Moore left on Thursday for Nevada, where they have gone to rush the finishing touches to the survey and everything goes to show that dirt will begin to fly in the near future from both ends of the line.	
MILLIONS NOW READY.	
Senator Thomas Kearns states that \$25,000,000 in cash is now available for the work and that nearly half as much is to be spent later on the construction of feeders.	
DON'T FORGET GIBBON.	
For all of this Utah is indebted to Senator W. A. Clark of Montana and T. E. Gibbon, in whose hands was placed the general outline of the campaign. Vice President Gibbon, for the second time, has been instrumental in securing a great victory over powerful railroad interests, and long after he has passed away the residents of California and Utah will hold him in remembrance for the work he performed in blocking the moves of Collis P. Huntington in the San Pedro harbor matter, and in the victory of the "Salt Lake Route" in 1902.	

Working capital	2,500,000
Opening up coal property	250,000
Total	\$2,750,000
It beehive ovens were built at coal mines, the investment would be \$1,000,000 less.	
COST OF MAKING BESSEMER PIG IRON IN UTAH.	
(Based on making coke at coal mines in beehive ovens.)	
2,000 pounds of coke	\$1.25
Ore, delivered at plant, 4.5-5 tons	1.20
One-half ton limestone at 60 cents	1.25
Labor, incidentals, salaries, repairs, renewals and replacements	1.50
Total	\$5.50
Cost of making Bessemer pig iron in Utah, based on making coke at works with by-product ovens:	
Cost of coal at mines, per ton	\$5
Freight on same	1.00
One and one-third tons of coal at \$15.50	2.07
Cost of making	40
Total cost of coke	\$2.47
Less credit for ammonia, tar, benzole and 8,000 feet of gas per ton of coal	80
Net cost of coke	\$1.67
This effects a saving of \$6.83 on the cost necessary for each ton of pig iron, bringing the cost of production down to \$4.72 a ton.	
Figuring the cost of Bessemer pig at \$6, however, there is an enormous profit in selling it direct or manufactured into rails, as follows:	
Cost of rails, based on Bessemer pig iron at \$6 and \$7 for conversion into rails	\$13
Present selling price at works	28
Profit per ton	15
Six hundred thousand tons of rails at \$15 per ton, profit \$9,000,000.	
OFFICIAL REPORTS ON IRON.	
A recent report on the iron mines and the conditions relative to prospective manufacturing in Utah is as follows:	
"The iron properties in Iron county, southwestern Utah, are situated in Iron Mountain and Iron Springs districts, which are about twenty-two miles southeast of the Oregon Short Line railroad.	
"The deposits cover an area fifteen miles long by about three miles wide, the ore showing on the surface at three different points. The ore is principally soft and red brown hematite, which can be handled easily by steam shovel, except where blonious occur, which are hard and magnetic. Hundreds of acres will require only one to three feet of stripping. It is the best of the firm of Winston Bros. & Sons, Duluth, estimates that ore can be stripped, mined and put on cars for 15 cents per short ton.	
"There are apparently three separate veins, the largest being 800 feet between walls; second about 500 feet and the third about 200 feet. The largest vein has been developed along the strike for about 15,000 feet, the 500-foot vein for about 12,000 feet and the 200-foot vein for about 5,000 feet.	
"The development work has been done principally by pits and shafts, there being about 1,500 of them. There are also numerous trenches and tunnels. The deepest shaft is 150 feet. About \$125,000 has been expended in this work. The ore occurs between lime and granite.	
"Various iron experts who have made examination of these properties, stating that it is the largest surface showing of iron in the world. The tonnage in sight is so great that it is very difficult to state what it is, but the various experts have made estimates ranging from 100,000,000 to 500,000,000 short tons. They also stated that the possibilities of the deposit were from 500,000,000 to 1,000,000,000 short tons. About 65 per cent of the ore is hematite, balance being basic. By mining the two ores, the percentage of Bessemer would be much increased.	
"The ore runs an average of about 60 per cent metallic iron. The average in silica is about 7 per cent. The limestone adjacent to the iron has all proper fluxing qualifications necessary in furnace work.	
COAL MEASURES.	
"The coal measures in Carbon county produce a coke which is equal to the Connellsville article, both as regards analysis and strength necessary to carry furnace burden. This coal is about 25 miles from the iron, on the Rio Grande Western railroad.	
"The iron fields are 273 miles from Salt Lake City and 445 miles by Clark road survey from San Pedro harbor, which is the Pacific coast terminus of the Clark road.	
"Experts figure that pig iron can be manufactured in Utah for \$6 a ton and that steel rails can be made for \$13 a ton. The Colorado Fuel & Iron company, at Pueblo, Colo., is the only pig iron producer in the west, and the Mississippi river, and its cost per ton is high, as all the raw materials are hauled from considerable distances—Arizona, New Mexico, Wyoming, etc.—to point of manufacture, which is 1,400 miles from the Pacific coast and 900 miles farther from the coast than the Utah iron. This company could not compete with an iron and steel plant in Utah for the Pacific coast and Oriental iron and steel business.	
"Pig iron sells in Salt Lake City at \$38 to \$42 a ton, and in San Francisco at \$34 to \$38. Steel rails in Salt Lake are \$46 and in San Francisco \$48. The annual consumption of rails on the Pacific coast is about 300,000 tons, and of pig iron \$80,000 tons. The consumption would be much increased if iron products could be obtained from Utah cheaper. This iron field, developed, will eventually control the Pacific coast and Oriental iron business if properly manipulated. The Orient is the future steel market for many of our manufactured commodities, among which iron and steel are the principal. There are no other known iron deposits in the west that are of sufficient extent to be considered as the basis for developing an iron and steel enterprise."	
BOOM FOR MINING INDUSTRY.	
Capitalists have long had their eye on southern Utah as a profitable field for investment. Now that the railroad is assured this long neglected section of the state will go forward by leaps and bounds. Not only as regards coal, iron, and agricultural pursuits will this hold good, but the mining industry will receive an impetus that will bring wealth into the state.	
The branch to Deep Creek, as outlined in the "News" recently, was returned, while Delamar, Pioche and the hundreds of mining prospects in southern Nevada will all become big producers that will give employment to an army of miners, smelter hands and men.	
EARLY CONTRACTS.	
It is promised that contracts on construction will be let at an early date, possibly within 30 days. Engineer McCarty and Col. Moore left on Thursday for Nevada, where they have gone to rush the finishing touches to the survey and everything goes to show that dirt will begin to fly in the near future from both ends of the line.	
MILLIONS NOW READY.	
Senator Thomas Kearns states that \$25,000,000 in cash is now available for the work and that nearly half as much is to be spent later on the construction of feeders.	
DON'T FORGET GIBBON.	
For all of this Utah is indebted to Senator W. A. Clark of Montana and T. E. Gibbon, in whose hands was placed the general outline of the campaign. Vice President Gibbon, for the second time, has been instrumental in securing a great victory over powerful railroad interests, and long after he has passed away the residents of California and Utah will hold him in remembrance for the work he performed in blocking the moves of Collis P. Huntington in the San Pedro harbor matter, and in the victory of the "Salt Lake Route" in 1902.	

CLARK GETS 540 MILES OF SHORT LINE