

THE STATE OF MICHIGAN

VALUE AND EXTENT OF COAL IN MICHIGAN DETERMINED BY EXPERTS.

WAGES HIGHER THAN IN OTHER FIELDS.

Attorney General Passes on Points in the Pray Law and Holds That It Applies to Local Option Counties Only.

[By Gurd M. Hayes.] Lansing, Mich.—State geologist, R. C. Allen and the board of state tax commissioners have completed a tentative appraisal of the coal land and coal mines of Michigan and its counties. Nearly all of the developed coal beds in the state are contained in those two counties, although coal has been mined in a number of localities outside of these two counties. In the past and some operations are in progress at present, time in the other counties. However, geologist Allen says that more than 90 per cent of the proven coal areas are in the counties of Saginaw and Bay.

In making the appraisal of the coal properties the tax commission selected the services of State geologist R. C. Allen. Mr. Allen was situated in the work by Assistant State geologist R. A. Smith and he has satisfied the commission that he is thoroughly equipped to supervise the work. The appraisers have made maps showing the detail of the location, acreage, thickness, tonnage and quality of every known bed of mineable coal in Saginaw and Bay counties. They also have made a careful investigation of the financial operations of the coal companies.

They have submitted a report in which they have given a full description of the Michigan field and have estimated carefully all of the conditions, both physical and financial, that govern the mining of coal in Michigan. Mr. Allen has stated in his report that coal producing states as Pennsylvania, New Jersey and Ohio.

All this work has been done for the purpose of making a precise determination of the value of a ton of coal in the ground in Michigan and which have been divided into two classes, those which are now being mined and those which have not yet been drilled but from which coal has not yet been produced. Coal beds that are too thick to be mined, or of such poor quality as to be unmarketable at any price have been judged as worthless. In general, it appears from the investigations which have been made that the Michigan coal fields must be at least 20 inches thick in order to be mined as a profit. The recovery from a bed of coal on the average is about 100 tons per acre foot. This is, 1000 tons is obtained from an acre of coal one foot thick, although in some of the finest coal, must be at least 20 inches thick. A ton of coal thickness will produce about 2,500 tons per acre.

The appraisers find that there exists in Saginaw and Bay counties a total of 23,738,000 tons of coal which has been developed by drilling or underground methods which are yet unmined. Of this amount \$200,000,000 are tributary to shafts which are now in operation and 18,200,000 tons are in the beds which have not yet been opened for mining operations.

The investigation also shows the very interesting fact that if the mines produce at the average rate of production, the report which was submitted to the appraisers of the geological survey, H. H. concluded that the mine-grounded value of coal beds in Michigan would be exhausted in 15 years. Further than this, geologist Allen says that the coal which is now tributary to operating shafts will be exhausted in four years at the same rate, providing the undeposited reserves are not drawn upon.

As a final result of the calculations made in this report which has been submitted to the state tax commission by the appraisers of the geological survey, H. H. concluded that the mine-grounded value of coal beds in Michigan would be exhausted in 15 years. Further than this, geologist Allen says that the coal which is now tributary to operating shafts will be exhausted in four years at the same rate, providing the undeposited reserves are not drawn upon.

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TWO MISSOURI CONGRESSMEN AT ROADS CONGRESS



WILLIAM A. BORLAND

THIRD ANNUAL SESSION OF AMERICAN ROAD CONGRESS AT DETROIT

Over Four Thousand Delegates Gather for Greatest Meeting for Highway Improvement in History of the World.

Detroit—When the third annual session of the American Road Road Congress opened in this city Monday morning assembled in the Wayne Gardens. This marked the beginning of the greatest good roads meeting in the history of the world. The meeting was called to order by Logan Waller Page, president of the Maintenance, under auspices of the American Highway Association. Principal address by J. N. Carlinie, state superintendent of highways of New York.

On Thursday the American Automobile association are in charge of the program. Friday, the greatest day of all, is Michigan day with E. T. Colgrove, president of the Michigan State Good Roads association presiding, and addresses by Governor Ferris, Senator Townsend and other prominent Verrines.

The business session of the congress will take place on Saturday the closing day. Joseph Hyde Pratt, state geologist of North Carolina will present the paper on "The condition of the roads in the United States." He will make his report and the discussion and voting on resolutions will follow. The date and place for the 1914 congress will also be decided at this session.

The set papers of the convention, of which there are more than 25, are not being read in full, but have been printed for distribution, among the delegates. The addresses are read by the audience in each case, the discussion is opened by some expert who has given particular study of the paper and by his conference.

In addition to the road congress there is an exhibition of road materials and road building machinery used by the various states. The National Association of Road Builders, and other material manufacturers. Nearly 100 exhibitors have taken space for this exhibition.

A prominent place in the exposition has been taken by the national government. The government exhibit includes a series of miniature models, one series showing the construction of road building from the early Roman roads to the type of roads now in use, the other showing all types of modern roads, such as macadam, gravel, water-bound macadam, bituminous macadam, brick concrete, hollow concrete blocks, concrete structures, culverts and drainage and other road machinery are included in this exhibit.

Christian Scientist is Murdered. Los Angeles, Cal.—The body of a woman, Mrs. Mary Baker, a Christian Science practitioner, was found Saturday morning where she had been murdered with a piece of iron. There were evidences that the murderer had tried to hurl the body from the window which was on the fifth floor of the building.

Modern apparatus for treatment of cancer, throat and has been installed at Jackson Memorial hospital will undergo an examination. Warden Simpson believes survey and medical science can eradicate many criminal tendencies.

ALMOST TURNED THE TRICK

Clever Scheme of English Smugglers Only Frustrated by Luck at the Last Moment. One of the most ingenious of smuggling tricks was that originated by a crew of clever Parisian rogues recently.

A coffin supposed to contain the head body of a man who had died of diphtheria, was dispatched from London for burial in Louvain. It was boarded at the railway terminal in Antwerp, and conveyed at nightfall to a warehouse near the Mile End road. The coffin being unopened, it was passed off as desired and planned to be opened on duty because some one had written a particularly large coffin being taken away from a house that was known to be the habitation of a man who had done well in the past.

After the funeral party had shut their door and the hearse had driven away, the policeman received assistance and knocked at the door. It was found that the coffin, instead of containing a corpse, was filled tightly with cases of tobacco. A large quantity of opium and other exorbitant "smugglers" were immediately arrested and the goods confiscated.

Building Ships on Mountains. Boat building on a mountain top, beside a pool, to say the least, but of clever building. A boat maker says the American Mechanic. Silzer, who has under construction at Winterville, N.C., is building a boat for the Lake Geneva. It will be a 100-foot long, 14-foot high, 10-foot wide, and will weigh 1,400 pounds. Each vessel will be constructed in the manner of a hull for the River Rhine in southern France.

In both cases the vessels are erected at the top of a mountain, the boat and shipped to a launch, then taken to the place of launching, then to be assembled. The building of the boat on the mountain, says the American Mechanic. Silzer, who has under construction at Winterville, N.C., is building a boat for the Lake Geneva.

The Very Place. "That poor fellow can't do anything to do. He can't make people believe him and he has no friends." "I should think he would be a fine opening as a baseball umpire."

The Reason. "Don't let me tell to that furcane agent—" "Why not?" "He's an heir-artist."

DETROIT MARKET. Cattle—Receipts 11,194; market steady, 10,675; higher than last week; choice steers, \$38.85; good to choice, \$37.50; common, \$36.25. Hogs—Light to good butcher shams, \$8.75; heavy, 700 to 800 lbs, \$8.75; mixed butchers' fat, \$8.45; common, \$8.25. Sheep and lambs—Receipts 421; market, \$11.12.50; other grades, \$6.50.

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W. N. U. DETROIT, MO. 40-4121

CHILDLESS WOMEN

These women who children, now happy and devoted mothers. Mrs. J. L. P. of Saginaw, Mich. writes: "I have a lovely baby, and I am so glad that I am no longer childless."

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