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BIG SANDY NEWS.

Why is SCOTT'S the only Emulsion Imitated? Because it is the Best

Aut inveniam viam, aut faciam.

Volume XXVII. Number 26. LOUISA, LAWRENCE COUNTY, KENTUCKY, MARCH 1, 1912. M. F. CONLEY, Publisher.

ACCIDENTS

Bring Death to Two Lawrence County Men.

Elijah Hammond and James W. Fugate Instantly Killed While at Work.

A shocking accident, resulting in the loss of a valuable life, occurred at Torchlight, a mining town seven miles south of Louisa, on the C. & O. railroad, about eight o'clock last Friday morning. Lige Hammond, tipple boss for the Louisa Coal Co., had gone to the tipple to move a car of coal. He had taken away the "chock" which held the car, and when it began to move by its own gravity Mr. Hammond attempted to climb to the top of the car. He had one foot on the stirrup, when he was caught between the moving mass and one of the tipple posts and crushed to death, the space between the car and the post being only four inches. Death was instantaneous.

The funeral occurred on Saturday under the direction of the Torchlight lodge of Odd Fellows, of which body Mr. Hammond was an esteemed member, and was very largely attended. Interment was made in the John Wallace graveyard, on the head of Griffiths creek. Mr. Hammond was in the 39th year of his age, sober, industrious and highly esteemed. A widow and nine children are living. His wife is a sister of Mrs. Dan. Stansberry of Louisa.

On Tuesday last, while rafting logs near his home at the mouth of Horseford branch about a mile above the mouth of Blaine, James Fugate, formerly of this city, was caught by rolling logs and instantly killed. The logs were on the creek bank, several in a bunch, and Mr. Fugate, with a cant hook, had begun to roll them into the water. He had been warned to be careful, but probably thinking he was in no danger he began to pull at a log with the hook. He had no sooner done so when the mass began to move. He jumped to avoid the logs, but he was too late, one of them rolling over him, but he arose nearly upright, when another rolled over him, crushing the life out of him instantly. The body was not mangled, but the back of the head was crushed, evidently by a huge knot on the log. Mr. Fugate was buried on Wednesday at Newcomb burying ground, about three miles from the place where he met his untimely death.

The funeral was conducted by Fallsburg lodge of Odd Fellows and was largely attended. The deceased was a son of the late Granville Fugate and was 42 years old and left a widow and six children. He was a brother of Joe Fugate and a brother-in-law of George Salyer, both of Louisa. He was an industrious, sober, honest man and good citizen and his untimely taking off is a loss to the community in which he lived.

Prominent Ceredo Citizen Dead.

Frank Motte, of [illegible] well known in this c[illegible] [S]aturday night Mr. Motte was at [illegible] eighty seven years old and his death resulted mostly from the infirmities of advanced age. He leaves to mourn the loss of a kind and devoted husband and father a wife and several children all of whom are married and live a distnce away. Mr. Motte is a brother-in-law to Atty. R. C. Burns and Mrs. J. C. Gallagher in this city and possesses many friends here who regret to hear of his death.—Catlettsburg Tribune.

The wife of the deceased was a sister of Mr. [illegible] S. Burns of this city.

Sam. Pi[illegible] Grand of the Loui[illegible] Fellows, went to [illegible] to attend a [illegible] fraternity About [illegible] this order from [illegible] are expect[illegible]

[illegible] sure to get SC[illegible] Standard and [illegible] ALL [illegible] VERT[illegible]

LEAP YEAR PARTY.

One of the most delightful social affairs given in Louisa for a long time was the Leap Year party at the residence of Mr. and Mrs. G. A. Nash last Friday evening, at which the young ladies of Mrs. Nash's Sunday School class were hosts to many guests. In honor of the preceding day the decorations, beautiful and profuse, mutely told of George, Martha and the famous cherry tree. Even the "interior garnishing" bore ample and satisfactory evidence that the birthday of the paternal progenitor of the land of the free was being remembered on this auspicious occasion. The imported cream had been frozen in likenesses of the man who wouldn't take a third presidential term and of the stately wife who was probably "mad" because he declined; but George's declination of another term did not keep the gay crowd from wiping man and wife from the face of the platter. "Music rose with its voluptuous swell," a variety of amusing stunts were performed, and the highly pleased crowd broke up late.

DR. WATSON'S BIRTHDAY.

Last Monday, Feb. 26th, was Dr. M. G. Watson's 43rd birthday, and his wife planned and successfully executed a surprise dinner party for him at their home in Huntington. When he went home at the regular hour for dinner that evening he was completely surprised to find several Lawrence county friends very composedly awaiting his arrival. The guests and family were much amused at Dr. Watson's unmistakable astonishment at having been thus caught unawares. He soon recovered, however, and in his usual genial way did his full part in making the occasion thoroughly enjoyable. Dinner was served in several courses and was one of the most elaborate and delicious "spreads" we have had set before us. Those present were J. W. M. Stewart, W. L. Watson, F. L. Stewart, J. W. Rucker, A. J. Loar, F. H. Yates and M. F. Conley.

MRS. ELLIOTT DEAD.

Passing of Judge Elliott's Widow Recalls Tragedy.

Mrs. Susan Elliott, widow of the distinguished Judge John Milton Elliott whose statue adorns the court house square in Catlettsburg, passed away Sunday at 11:35 a. m. She had been ill for a long time of a complication of troubles, but was most patient and enduring. Mrs. Elliott was before marriage Miss Susan Jane Smith, a daughter of the Hon. William Smith, of Prestonsburg and was married to John M. Elliott, then a young practicing attorney more than sixty years ago. On Tuesday morning the remains were taken to Frankfort, where they will be placed beside the grave of her husband, under the shadow of the monument erected to his memory by the State of Kentucky, in the historic Frankfort cemetery.

Mrs. Elliott in her will provided for the establishment of a scholarship in Transylvania University, Lexington, to be called the Susan J. Elliott scholarship, to cost not exceeding $2000.

The death of his widow recalls the assassination of Judge Elliott at Frankfort on the 26th of March, 1879, while a member of the court of appeals. The tragedy is graphically described in the following dispatch from Frankfort:

Frankfort, Ky., Feb. 25—Judge John N. Elliott was assassinated in 1879 in this city by Col. Thomas Buford, of Henry county. The killing occurred in Ann street at the women's entrance of the Capitol Hotel. Col. Buford had bought a tract of land in Henry county from James Guthrie, and had made a payment of $14,000 on the land. He was unable to meet further payments and the title of the land was questioned. The lower court held the title valid and ordered the land sold for debt. It brought less than the $14,000, and the Ap[pellate] Court sustained the sale. C[ol. Bu]ford was rendered insane

(Continued on page fou[r].)

WORK IS ACTIVE

In the Oil Field Near Louisa, and Prospects are Fine.

The Reuben Fork well was shot last Saturday and the tests made since are reported to indicate that the well will produce from six to ten barrels per day. Negotiations are now under way for a pumping outfit for the well.

A late report says 700 feet of oil accumulated in the well within two days.

It is reported that the Venora wells will be shot and put to pumping very soon.

The Cochran well will be shot within a few days.

The Laura Webb well was drilled in last Friday and is reported to be dry.

Tom Hays is moving his machinery to the Hughes tract, adjoining the poor house farm, and drilling will start as soon as the machinery can be put in place.

Sam Spencer is drilling for the New Domain west of the Busseyville property and will start a well for the Holt-Shannon company near Irad.

The well on the Betty Pigg tract will reach the Berea sand this week.

The Cow Run well at Torchlight was to have been shot about the time the NEWS went to press today.

DIED AT GEORGES CREEK.

Mrs. Asbury Preston, aged 62, died at her home near Georges Creek station on Monday last, after an illness of many months. She was buried not far from her residence on Wednesday. She is survived by her husband and several children, all of whom except one are married. Mrs. Preston was a sister of Mrs. P. H. Vaughan, of this city. She and her daughters, Mrs. C. B. Bromley, Mrs. James Hatcher and Miss Belle Vaughan, attended the funeral.

Mrs. Preston came to Riverview hospital last fall and submitted to an operation which prolonged her life, but disease had progressed so far that ultimate recovery was impossible. She was an excellent woman, and many relatives and friends deplore her death.

REMOVAL OF OPERATORS.

There is now no telegraph office between Kenova and Wayne. From Wayne the next jump is to Dunlow, and from Dunlow to Dingess, each of these offices being more than twenty miles from the nearest. The same thing is true on the Big Sandy line, no stations or waiting rooms being open except at the larger towns. The passenger stops are maintained, however, as "flag" stations, but in winter there is no shelter for persons waiting for trains and no facilities for determining whether passenger trains are on time.

KILLED AT VAN LEAR.

Fred Brown, an employe of the coal company operating at Van Lear Ky., met with a horrible death at Van Lear Junction last week when he was accidentally struck by a train and instantly killed. Mr. Brown had been employed at Van Lear for a number of months.

He lived in Wolfe county, where his body was taken for interment.

PARADISE LOST.

The Fourth Sermon-Lecture on Paradise Lost by Dr. Hanford at the M. E. Church, subject: The Toad at Eve's Ear, and what he said. You will want to know, so come and you will be satisfied. Sunday evening, March 3rd, at 6:30.

Jack Thompson, Ira See, Chilt Holbrook and B. E. Adams were the victims of an assault by the U. C. T. of Ashland last Saturday night all being more or less disfigured. George Lewis, Lo[illegible] Bill Jim C[illegible] [W]heeler [illegible] the [illegible] had [illegible] sy[illegible]

HAY FE[VER] [illegible] the Senses of Taste and Smell. Full size 50 cts., at [Dru]ggists or by mail. In liquid form, 75 [cts.] [E]ly Brothers, 56 Warren Street, New [York]

STEAMER THEALKA SINKS.

Recently the steamer Thealka was caught on the ice a mile below Whitehouse, and was so damaged that when the rise in the river came she sank. The damage was caused by her hog chains having broken, causing the hull of the craft to break in twain. The boat is a total loss to her owners. She was valued at $2,500 and there was insurance to the amount of $1,000 on her.

The insurance adjuster, and Capt. J. E. Meloy, formerly of Louisa, the chief owner of the boat, went to the scene of the wreck and the claim against the insurance company was adjusted. It is said that under the laws of marine insurance the company insuring the craft will get the machinery and only the amount named in the policy will be paid the insured, hence the net loss to the owners will be about $1,500.

COLD IN DEATH.

Lying cold in death the body of an unknown white man was found last Thursday evening in the cinders along the N. & W. tracks at Naugatuck. The crew of a freight train discovered the corpse and reported the same to the proper officials.

Not a mark of identification was found on the body. The fellow had evidently been hoboing his way and in attempting to board a train had been struck on the head and instantly killed.

LEG BROKEN.

On Saturday last as Francis the 5-year old son of Mr. and Mrs. J. B. McClure, was climbing over a wire fence near a post brace his feet became entangled in the wire and he fell to the ground. The fall broke the boy's right leg near the ankle. The fracture is what is known as a comminuted one, and the little fellow is suffering much. Dr. Bromley set the limb. The accident occurred at the McClure home near town.

BIG SANDY RIVER.

Re-Survey Provided for in Rivers and Harbors Bill.

A resurvey of the entire Big San[dy pro]ject has been ordered. Representatives John W. Langley, of Kentucky, and James Hughes, of West Virginia, want appropriations for continued work on the Big Sandy forks, but the army engineers are in doubt about the merits of the proposition, and determined to review the entire matter.

Esteemed Wayne Citizen Dead.

At the age of 76 years, John Jarrell, a prominent resident of Wayne county, W. Va., died Tuesday night of last week, after a protracted illness.

The deceased was one of the best known citizens of the county. For 24 years he was a member of the county court, and during that time achieved a reputation for fairness and integrity. He was a son of Rev. John Jarrell, a pioneer minister of the Big Sandy valley, and was well known in this city.

Mr. Jarrell's life work was one of continual solicitude for the welfare of his neighbors. His removal has created an unwonted sadness among those who knew and loved him. The funeral arrangements have not been made.

BATTIS WEDNESDAY NIGHT.

Let us not forget the entertainment billed for next Wednesday night at Masonic Hall, at which time and place W. S. Battis, renowned as an impe[rson]ator and interpreter of Dickens, will appear. Mr. Battis comes endorsed by the press of the entire country as being unequalled in his line of work. There should not be a vacant seat in the hall when the curtain rises Wednesday evening. Those who want to attend the prayer meetings can, if they will go promptly at the hour for service, six-thirty, reach the hall in ample time for Mr. Battis' entertainment.

THE ELKHORN PROJECT

Greatest Enterprise of the Kind in the World.

The greatest coking-coal development ever undertaken in the world is doubtless that of the Consolidation Coal Co., which is now opening up on a gigantic scale its 100,000-acre tract in the heart of the Elkhorn field of Eastern Kentucky, accounted by many to be the best coking coal known in the world and a region which is destined to have a far-reaching influence upon the development of the iron and steel interests of America, for high-grade coking coal is as essential as the iron ore itself, and the supply of coking coal is doubtless less than the supply of iron ore.

The purchase and development of this coal property, and the railroad construction necessary to provide the facilities that will be needed for the handling of the coal, will represent an aggregate outlay of probably $40,000,000 to $50,000,000 the Louisville & Nashville Railroad alone having work now in progress for the construction of its line into that territory at a cost which will probably reach $18,000,000.

Mr. J. H. Wheelwright, president of the Consolidation Coal Co., in an interview with the Manufacturers Record about the work which his company is doing in the Elkhorn field, said:

"The 100,000 acres of land purchased by the company lies in the eastern part of Kentucky and covers portions of Pike, Letcher and Knott counties. The principal workable seam, the Elkhorn No. 3, has a comparatively high elevation, and it is only at the heads of the principal streams that it is approached at water-level. At the point where the watersheds of the Kentucky River and the Big Sandy River divide there is a large unbroken area of this seam, and it was to this point the railroads were directed for its most compact and economical mining. The entire area of field is practically equally divided between the Kentucky and Big Sandy rivers. The topography of the country is mountainous, but the approach by railroads to desired points is made by easy grades.

"The eastern portion of the property, on the Elkhorn and its tributaries, will be served by the Sandy Valley & Elkhorn Railway, a line 40 miles long, which is being built by our company, from a connection with the Chesapeake & Ohio at Shelby Junction, on the Big Sandy division. The Consolidation Coal Co., has a contract with the Baltimore & Ohio Railroad Co., by which the latter agrees to equip the Sandy Valley & Elkhorn Railway with the necessary cars and motive power to move the output of the mines on that road, which it is estimated will not be less than 3,000,000 tons within two years from the date of the completion of the road. Two thousand all-steel cars of 100,000 pounds capacity have already been ordered and are now being built.

"The Louisville & Nashville Railroad Co., is building a line from Jackson, Ky., into the property, a distance of 98 miles, which the engineers estimate will be completed by August 1 of this year.

The terminals of the two roads as at present proposed will be about two miles apart, but it has been proposed, though not authorized, by the Louisville & Nashville Company to connect the two by means of an additional line of some six miles and a short tunnel. Such a connection would give the Louisville & Nashville a route down Elkhorn Creek to what is known as the 'Breaks of Sandy' and an ultimate connection with the Chesapeake & Ohio Railroad and the Clinchfield Carolina & Ohio when completed.

"It is the intention, as far as possible, to concentrate the operations about a central point. This plan resulted in locating the town of Jenkins, which will have the general offices, the main store, the bank and the residences of the officials, and which will be the general distributing point for all the operations. Here, too, will be located the central power plant, with an ultimate capacity of 10,000 kilowatts. The water supply for power generation will be assured by the construction of an impounding dam with a capacity of some 40,000,000 gallons. A secondary dam and reservoir, which have already been constructed, and which will be fed by mountain springs, will supply, by gravity flow, the domestic needs of the residents of the town. This town known as McRoberts, will be built on Wright's Fork, which will be the principal community of the Kentucky River development.

"Tipples have been built, mines opened up and entries started on lines that at this time are considered best. Machines, motors and other mechanical appliances tending toward large capacity and economy in production will be installed. All power to all plants at present proposed will be supplied from the central plant at Jenkins. Tenement-houses of good construction and of various sizes are being built for the miners and laborers.

"At this time eight mines have been opened up and entries driven in order to have sufficient development for the contemplated output when the railroad is completed. 7 tipples are in process of erection, while machine shops, blacksmith shops, stables, etc., at the various mines are being rapidly provided. Some 200 miners' houses have been completed, and there will be probably 300 or more finished by the time actual coal loading is begun.

"Six large mines have been located on Wright's Fork, on the Louisville & Nashville's extension, and these are being opened up and entries will be driven so as to enable the company to commence shipments on this side of the field as soon as the Louisville & Nashville road is completed, which will be the first of the coming August. This will make a total of 14 mines.

"We have had to cut timber, install five sawmills, erect brick plants, planing mills and drykil[ns], construct roads for the transport[a]tion of materials, machinery and supplies, and erect temporary dw[ell]ings for the workmen. Little i[dea] of the difficulties of the situat[ion] can be given by a mere verbal [de]scription to anyone not acquain[ted] with the character of the count[ry] and the great extent of the op[er]ations. But everything is now nearly completed that when coal loading begins the mines on the Sandy Valley & Elkhorn Railw[ay] will be prepared to produce 2[illegible] tons of coal a day.

"Immediately after the pro[perty] was purchased instructions [were] given our engineers an[d] officials to proceed with [de]velopment as they foun[d] to provide a production [illegible] tons annually, and to [illegible] the work as to enable us t[o] [illegible]ly produce and ship within tw[o] [years] from the date of the completi[on of] the transportation line at the rate of 3,000,000 tons annually. To handle this greatly-increased output the sales organization has been enlarged and strengthened in preparation for marketing. Headquarters for the Western sales division have been established in Chicago, with a trained and efficient staff, and plans are laid for making a complete and thorough canvass of all territory available for this field. The coal will be distributed through the great Midde West, in which the shorter distance to be hauled and the lower freight rates should give it considerable advantage over that from either the Pocahontas or the Connellsville fields, from which comes the only coal that would be competitive for this high-class business. Taking all these together, we think we are justified in our belief that we are now developing the greatest undeveloped coal field in the country."

This is the story, simply told, of this coal development, which, as stated, is doubtless the greatest ever undertaken in the world. That is to say, no other single company ever began a development with the fixed intention from the start to produce so large an amount of coal, outlining its plans from the beginning and bending all efforts to their consummation. To produce 7,000,000 tons of coal a year means that there must be produced on every working day of that year almost 25,000 tons, and as mines can not be counted on to run more than two-thirds of the time, it means that while running they must pro-

(Continued on page four.)