

Big Sandy News.

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Published every Friday by
M. F. CONLEY,
Editor and Proprietor.

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CIRCULATION, OVER 4400.

Friday, May 30, 1913.

Coney Lewis has been named as postmaster of Grayson and D. B. Fields as postmaster of Olive Hill.

Mr. Hornblower and Miss White were recently married in New York. Consider the possibilities!

There are over 30,000 consumptives in Kentucky at this time, and there were 5,181 deaths from tuberculosis in 1912.

The Clark County Democratic Committee has decided to hold a primary election on June 21 to select a successor to Postmaster White.

Several Democrats have a desire to see Gov. Thatcher, of the Panama Zone, replaced by one of their political faith. The desire is quite natural.

Henry F. Hollis, the new United States Senator from New Hampshire is the first Democrat to be elected to the upper house of Congress from his State since 1855.

Penny postage for first class mail matter, effective July 1, 1914, is provided in a bill introduced in the House today by Representative Arthur B. Rouse, of Kentucky.

The Hancock (Ga) Times says, "Lewis Taylor's back was strained lifting the forepart of the week."

We can only guess what might have happened if he had tried to lift the hindpart.

Sometimes a man calls a woman a dream and then wonders why dreams are not always true.—Elizabethtown News.

Sometimes a man calls a woman a dream and then wonders why dreams always go by contraries.

As the result of the discovery of a plot among life prisoners at the Frankfort reformatory to make a dash for liberty on Flower Day, June 9, Superintendent Wells has ordered the transportation to the Eddyville penitentiary of two leaders in the conspiracy.

Frankfort, Ky., May 21.—A double execution will take place in the death room at the Eddyville penitentiary before sunrise on Friday, June 20, when Tom Lawson and then Tom Martin, negroes, will pay the penalty for the murder of Hardin Ingram at Waddy, Shelby county, October 21, 1911.

Seven days later General May, of Clay county, will say farewell to "Old Huldy," the trusty weapon with which he is credited with having killed nine persons, and explete in the chair the murder of Mrs. Belle Meredith.

General May has a record as a shooter. His mother and Sherman Meredith, husband of Belle Meredith, had a controversy over a tree Meredith had cut. On the day of the murder May called Meredith, who was passing with his wife and a negro hand, into the yard of a neighbor. According to eyewitnesses he invited Meredith to look at some distant object and shot him in the back of the head. Mrs. Meredith fell on her husband's corpse and May shot her to death.

Under the caption of "McCreary for Senator," the Columbia (S. C.) State, one of the leading papers published in the Palmetto State, pays a neat tribute to Gov. McCreary in an editorial as follows:

"Two years hence the term of William O'Connell Bradley, Republican, as junior member from Kentucky of the United States Senate, will expire, and there is reasonable expectation that he will be succeeded by a Democrat. Already three men are more or less active candidates for the Democratic nomination—Representative A. O. Stanley, former Gov. J. C. W. Beckham and former Representative Smith; but it is in one who is described as holding a "receptive attitude" that greatest interest outside Kentucky is centered.

This is James Bennett McCreary, the present Governor of the Commonwealth. Col. McCreary will be seventy-five next July, but age has not seemed to impair his vigorous faculties nor to stale the regard in which Kentuckians have held him from the time, before the war between the sections, when he was one of the strongest men at the bar of the State. He has had a remarkable career. His gallantry in the Confederate service as Lieutenant Colonel of cavalry under Breckinridge and

Forrest, won him renown and led in 1869 to his entrance into politics as a member of the State Legislature, of which body he was thereafter continuously a member, for three years as Speaker, until 1873. He was Governor from 1875 to 1879 member of Congress from 1885 to 1897, United States Senator from 1903 to 1909. He is now Governor for the second time, after thirty years, and the indications are that, if he wishes, he may return to the Federal Senate in the spring of 1915.

"Surely there must be in the stress of Kentucky politics some tonic quality that renews in the participants their zest and stamina for the fray. Col. McCreary for one has proved himself a very Antaeus for rising up after a fall with strength new-born, resurgent. Long may the battles rage 'round his good gray head."

It is known that Gov. McCreary will formally announce his candidacy for the nomination of United States Senator immediately following the proclamation of Secretary of State W. J. Bryan of the formal adoption of the Seventeenth amendment to the Federal Constitution providing for the direct election of Senators. The proclamation is expected within a week.

RACING WITH TIME.

(Continued from page 1.)

which is the terminus of the Big Sandy branch of the Chesapeake & Ohio, which branch joins the main line at Catlettsburg, Ky., on the Ohio River. The extension of the line from Dante, now well underway involves construction even heavier and more costly than any encountered south of that point. The engineering problems were not so great, in so far as presenting questions of grade and curve that might be settled one way or another, and were finally settled so as to make the line one of such notable excellence, because on this extension there was but one route practicable—a tunnel through Sandy Ridge, and from the north end of that down the waters of the McClure Fork of the Russell Fork of the Big Sandy, and then down that stream to this place. The engineering was therefore comparatively plain. But the question of construction within a given short time, was one of prodigious proportions, for the route lies through a section known as the "Breaks of Sandy," than which there is not a rougher, more rugged stretch of country to be found anywhere.

Beginning about eight miles above this place, and extending for six or seven miles this way, the river has cut its channel through solid rock, which stands in beetling cliffs on either side, rising in places for hundreds of feet sheer from the water's edge, or lies in boulders of thousands of tons weight in mid-stream, or rises like stately towers, mute in their solitary grandeur, here and there along the river's roaring course. The scenery in the "Breaks" is picturesque beyond pen portrayal, and the railroad when completed will doubtless become a route highly favored of those who enjoy traveling amid scenes of great natural beauty.

Graduated from that thorough Sandy Ridge, a mile north of Dante, which will be a mile and a half long, down to those of a few score feet, there will be 21 tunnels on the 35-mile extension, their combined length being 20,000 feet. One thousand feet of tunnel for every one and three-quarter miles of road is about the average.

Many of these tunnels—probably most of them—will be cut through solid rock, and from some of the tunnels must run directly onto bridges across the river. Of these bridges there will be a number across main streams, and one at least will have a single span of 300 feet. The grade for miles must be cut into the flinty face of cliffs, and throughout the entire length of the extension the work is heavy and the mile cost great, the estimate being close to \$150,000 per mile.

One of the big items of cost in construction is that of getting equipment and appliances to the points at which work is to be done. The contract for building the road calls for its completion in a time so short that work must be carried on at a number of places along the line simultaneously, and to do this it has been necessary to convey steam shovels, engines, boilers, power drills, locomotives, steel rails and other articles of great weight across almost impregnable mountains, over almost impassable roads into almost inaccessible places. Riding along about the beginning of the "Breaks" the other day I saw a gang of men working a big steam shovel along the road. It had been brought up out of the gorge at a place over which a tyro at such work would have been willing to swear it could not be brought, and was being taken along a course where it would seem impossible that it could go. And yet it had not reached the worst of the road, and the descent into the gorge was to be at a more precipitous place than that at which it had been brought up. I have been informed that it reached its destination in safety and is now busily performing its function in making grade.

In drilling a tunnel through a mountain only a certain number of men and a certain amount of equipment can be utilized, and progress

is thus limited to a comparatively few feet a day. This can be doubled by working the two ends of the tunnel simultaneously. The time limit set on the completion of this Clinchfield extension was measured by the time it would take to complete the tunnel through Sandy Ridge, working from both ends. This meant that a full complement of tunnel equipment must be taken to the north end of the tunnel, involving as it did the "wagging" across the mountain of engines, boilers, rails, drills and numerous other articles of such weight as makes their movement a serious matter even under the most favorable circumstances and with the best appliances at hand. But the equipment was taken where it was needed, and day by day the hole from the north side of Sandy Ridge is approaching the meeting place as rapidly as that from the south side.

One of the marvels of railroad building is the manner in which the titans of modern construction move from point to point their tools of trade.

The road loses some of its character in extension, for the approach to the Sandy Ridge tunnel from the south is made on a 2 per cent. grade, while the approach from the north end is made on a grade of 1 per cent. The grade through the tunnel rises from north to south at the rate of half of 1 per cent. It had been planned originally to begin the Sandy Ridge tunnel some distance south of the town of Dante and make the northern entrance considerably below the point it will now reach. This, however, while giving a much easier grade at either end, would have necessitated a tunnel three miles long which would have cost a great deal of money.

The contract for the entire extension was let to Rinehart & Dennis, well known contractors of Washington, D. C., who have sublet portions of it to half a dozen or so other contracting firms, and work is being done at ten or a dozen different places. It was the intention in the first place to push the work through by January 1 of next year, but it was found impossible to complete the Sandy Ridge tunnel by that time, and July 1, '14, is the time now set for the completion of the work.

The importance of this extension to future traffic can be gathered from a glance at the map. Connecting here with the Big Sandy branch of the Chesapeake & Ohio, and at Catlettsburg, at the mouth of the Big Sandy, with the main line of that great system, and with the terminus of the Ohio River division of the Baltimore & Ohio, and the main line of the Norfolk and Western, but a few hundred yards away, it will establish a direct through line between the South Atlantic seaports at Wilmington, Charleston and Savannah, and the Great Lake ports at Chicago, Toledo and Cleveland, and between the cotton fields and factory towns of the Southeast and the great producing and manufacturing centers of the Middle West as well. It is but a matter of time when the connecting lines north and south, reaching out their tentacle-like branches, will gather a tremendous amount of traffic from the broad fields and industrial centers penetrated by them, forcing it through this narrow gorge, in which lies their shortest connecting link, to perform its proper function in the commercial exchange between the two great sections.

Nor must the importance of the local traffic to be developed by the extension of this road be ignored. This section of Kentucky, allowed to lie dormant until within the last few years, has suddenly awakened into a region of vast industrial significance. Its coal deposits have been found to be of great value as regards both quantity and quality, and developments are being made on a scale never equaled in any other coal field. On the waters of Elkhorn Creek, which empties into the Big Sandy at this place, the Consolidation Coal Co. has begun a development of large proportions, and the annual output there, and just a few miles across the mountain on another watershed, will run this year far beyond the million-ton mark. So important a development is it that the Baltimore & Ohio Railroad has bought a 30-mile road built by the coal company from Shelby Junction, on the Chesapeake and Ohio some 15 miles below here, to Jenkins, the central point of the development, while the Lexington & Eastern, a Louisville & Nashville line, has built a 100-mile extension from Jackson to the mines across the hill from Jenkins.

The Baltimore and Ohio is said to be hunting the most practicable route over which to throw a line, from the Ohio River into this field, and will doubtless find a suitable one before long. That means a bridge across the Ohio River at or below Huntington, and a connection with its Hamilton and Dayton and Baltimore and Ohio Southwestern lines, which carry into many Western fields.

The Chesapeake and Ohio has recently let the contract for 22 miles of road up Beaver creek, a tributary of the Big Sandy. In anticipation of a big coal production to be made upon land controlled by the Elkhorn Fuel Co., recently organized, I shall treat of some of these matters in future communications. They are mentioned here simply to

Our Clearing Sale

The interest in this sale of Ladies and Misses' Suits, Coats, Skirts, Dresses and Millinery has not abated in the least, because each day brings forth some new value. The garments effected by these reductions are the cream of this season's styles and materials and appeal to all careful and particular buyers.

JUST FIGURE THE AMOUNT OF YOUR SAVINGS AT THESE PRICES

WOOL DRESS FOR EVERY NEED		ONE HALF PRICE	
Made of French or storm serge, ratine, sponge, Shepherd checks, and novelty suitings, in navy, tan, French blue, white, brown and fancy color combinations. All sizes, and a variety of beautiful, becoming styles suitable for every occasion. Worth regularly \$7.50 to \$23.50. Maternity dresses included.			
Juniors and Misses Coats		Ladies Suits	
AT REDUCTIONS WORTH WHILE		ATTRACTIVE STYLES BEAUTIFULLY TAILORED	
\$ 6.50 values at	\$4.95	\$12.50 values at	\$ 9.75
\$ 7.50 values at	\$6.25	\$15.00 values at	\$11.50
\$ 8.50 values at	\$7.25	\$20.00 values at	\$14.50
\$10.00 values at	\$8.75	\$25.00 values at	\$18.50
\$12.50 values at	\$9.75	\$30.00 values at	\$22.50
		\$35.00 values at	\$24.50

Ladies Wool Skirts		Ladies Coats	
JUST AS GOOD FOR FALL WEAR AS NOW		YOU WILL HAVE NEED FOR ONE EVERY DAY	
\$ 5.00 values at	\$4.45	\$10.00 values at	\$ 8.75
\$ 7.50 values at	\$6.25	\$12.50 values at	\$ 9.75
\$ 8.50 values at	\$7.25	\$15.00 values at	\$11.50
\$10.00 values at	\$7.75	\$20.00 values at	\$14.50
\$12.50 values at	\$9.75	\$25.00 values at	\$18.50
		\$30.00 values at	\$22.50

BUY YOUR TENNIS AND CROQUET SUPPLIES IN OUR BASEMENT MILLINERY At Attractive Price Reductions

One special lot of exceptionally pretty and becoming styles made of all the new braids and straws in the better shapes and trimmed in this season's trimmings at just HALF PRICE.

The Anderson-Newcomb Co.

The Big Store Huntington, W. Va. On Third Avenue

REV. CHAS. E. CRUSOE.

It is written: A word fitly spoken is like apples of gold in net work of silver.

Therefore, The Ministerial Association of Louisa, speaks with authority in expressing the regret entertained by its members, in the loss by removal of one of its number, the Rev. Charles E. Crusoe, Rector of the Episcopal congregation in this city, whose presence, advice and friendship have won our admiration and everlasting esteem. As a man—a man among men. As a citizen—public spirited, progressive. As a minister of the manifold grace of God—earnest, faithful, zealous and with a vision of the great harvest field already ripe unto the reaping. In behalf of our various congregations we extend to his faithful wife, whose residence among us has been a blessing, our appreciation of her labors for us, and prayers that in the parish that she may call "home" her gentle affable life may sweeten and bless as it has here. We wish for the "little ones" a life of usefulness, and that they may abide under the shadow of the Almighty. As an association, sir, we extend to you our fondest hopes for the future, having some knowledge of your zeal, we anticipate for you a great future in the church, and in the salvation of men. May 'Providence' supply you, keep you and give you peace that passeth understanding and a crown that fadeth not away. Amen. The Ministerial Association of Louisa. C. B. PLUMMER, Sec.

HAD TUMOR REMOVED.

Mrs. Blaine York, of Williamson, is in the hospital here, having been operated upon by Dr. York last Saturday for abdominal tumor. She is doing very well.

LOUISA MAN'S LUCKY FIND

Will Interest Readers of the NEWS.

Those having the misfortune to suffer from backache, urinary disorders, gravel, dropsical swellings, rheumatic pains, or other kidney and bladder disorders, will read with gratification this encouraging statement by a Louisa man.

William G. Shannon, Maple St., Louisa, Ky., says: "When I hear of anyone having kidney trouble, I always advise the use of Doan's Kidney Pills. For years I have been a sufferer from pains through my back and I had trouble in straightening after stooping. I was restless and when I got up in the morning, I was tired. The kidney action was irregular. Finally I used Doan's Kidney Pills and they gave me relief. The kidney action became regular and the pains and aches left. I am glad to confirm what I have said about Doan's Kidney Pills, when I have endorsed them before."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other.

N. AND W. DAMAGES.

New York.—It required 1800 men and four week's work to make the temporary repairs to put the Norfolk and Western railroad in serviceable condition subsequent to the Ohio floods.

President L. E. Johnson, who has just made a complete analysis of flood damage, authorizes the statement that to complete permanent repairs 300 additional men will be required for four months and 200 men for the next eight months. Estimates call for a final completion of flood repair work by March 1914.

The total estimated damage to roadbed, bridges, telegraph lines and lost buildings and materials amounted to \$526,500 while the loss of revenue due to the floods approximated \$500,000, making a total cost to the road of over a million dollars. A further expenditure of about \$700,000 will be necessary to prevent a similar loss under like conditions.

The cost of repairing 9 1-2 miles of double track between Portsmouth and Columbus and one mile single track in the Cincinnati district will be \$112,000. To repair the damage to bridges at Chillicothe, Reese and at Scioto River will cost \$185,000. Damage to other property of the Norfolk and Western Railway, in the way of buildings, lost material and miscellaneous repairs amounts to \$113,000.

ATE BUCKEYES.

Considerable commotion ensued on Madison street Saturday last when it was discovered that some small children had been eating buckeyes. "Buster" Cummings had been playing with two of Mr. Lowrey's children, neighbors, and in a room where they were having a good time they found the buckeyes and at once began to eat them. Pretty soon Buster went home and "fessed" up to his mother that he had eaten two pieces. She promptly administered an emetic, and up came the pieces. The Lowreys were told what the children had done, and all of them, the Cummings child included, were hurried to the hospital, where Dr. York soon emptied their stomachs with an emetic. It brought up the dangerous stuff and the children are all right.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Toledo, O. We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by his firm.

NATIONAL BANK OF COMMERCE, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75 cents per bottle. Sold by all Druggists. Take Hall's Family Pills for constipation.

AUXIER.

The mines at this place are running regular at this time. Mr. and Mrs. Jasper Wheeler were visiting their daughter, Mrs. Willard Davis at this place recently.

Quire practice at the church each Sunday evening. C. C. Sparks and wife are visiting Mr. Marion France, of Norris. Greene Bingham is still visiting Greene Wells.

Rev. J. T. Moore and wife have returned from Louisa, where they have been attending conference. Mr. and Mrs. John Levier and son Abe were at Paintsville Sunday last.

Rev. Samp Johnson was visiting Rev. Moore Sunday. Owing to a ball game at Van Lear Sunday, we only had 75 in the infant and junior classes.

TIDBITS.

Screens, lawn mowers and other seasonable articles in the hardware line at Snyder Hardware Co.'s.

Fred Blackburn, of Auxier, is at Lexington, taking the examination for mine foreman.