

BIG SANDY NEWS.

Aut inveniam viam, aut faciam

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LOUISA, LAWRENCE COUNTY, KENTUCKY, JANUARY 9, 1920.

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NO ABATEMENT IN OIL DEVELOPMENT OF EASTERN KY.

Lawrence, Johnson and Magoffin Taking Front Seats in the Progression.

Single brothers are starting a well on Thos. Thompson's farm on Rich creek. This will test some new territory. Three locations have been made on L. N. Hutchison's farm near Fairmont to be drilled by the Richmond Drilling company. The machine is already on the ground and as soon as the boiler now on the road arrives the work will be started. The same company has another outfit about ready for work on the Conley & Burgess farm on Two Mile. Crews will start the well on J. H. Wood's farm on the Point opposite Louisa very soon. Watkins & Preston have completed well No. 2 on John B. Thompson, near Buessville and it looks to be considerably better than No. 1. This is a New Domain lease.

The cold weather of the past week stopped the drilling at several places by freezing-up the water supply. H. C. Sammons and James Hale have leased their land inside the corporate limits of Louisa. We have good reason to hope that every resident of Louisa will eventually have an oil or gas well in his back yard.

At Upper Blaine.

The Morris well was shot last week and will be put to pumping as soon as possible. Stevens & Garrison, contractors, have another fishing job on the Knob Branch well which they are drilling for J. Brasley. The well is over 600 feet deep and is near the Big Injun land.

The Union company's wells are producing steadily. This company is drilling right along and will have other contractors on the job soon. Dr. V. V. Adkins well on the Rice farm holds up to the former good reports. He will extend development as rapidly as possible.

Preudenberg is drilling a well on Cainan creek, northeast of the Knob Branch well.

Johnson and Magoffin.

The big well drilled in Magoffin near the Johnson county line has greatly increased the interest there.

The Paintsville Herald says: The oil and gas proposition in Johnson and Magoffin counties has now become a matter of business, having passed the "wild cat" stage. It is no longer a question of the possibilities of oil and gas in these counties but a matter now of defining the fields.

Outside interests have finally awakened to the fact that Johnson and Magoffin counties have even more than has been claimed for them and now they are planting their money in a business like way which will hurry the development long since begun.

The sale of a seventy acre lease last week for \$7900 which had been offered thirty days before for \$2000 is a fair sample of the confidence placed in this field by outside capital.

It is estimated that March the first will find pipe lines into this field and production being marketed.

A meeting of 40 oil men was held at Paintsville Wednesday night to discuss plans for development and for marketing the oil already found in Johnson and Magoffin.

FIRST STEPS IN ROAD MATTERS SOON

County Judge Billie Riffe is in Frankfort this week to secure all blanks forms and information necessary to moving forward with the good roads proposition under the State and Federal aid plans, in connection with the bond issue recently voted so overwhelmingly in Lawrence county.

The people on every side are inquiring when the work of building roads will start, and the officials of course feel it their duty to go ahead with the preliminary work as rapidly as possible. There is much to be done and no time to lose if we are to be ready to build roads when the favorable weather arrives. It is important to get started as early in the season as possible.

The members of the court realize that this is the largest enterprise ever undertaken in the county and that it will require the best possible efforts and the greatest amount of energy to do the job successfully and within reasonable time. Nothing was done at the fiscal court meeting last week, but they hope to get started soon.

The court was very much interested in the address made Thursday of last week by Hon. T. S. Scanlon of Huntington and we have heard nearly all of the members express themselves as being deeply grateful to him for the information and advice given on that occasion.

Judge Riffe will call the court together again immediately after his return from Frankfort to make the necessary orders and take any steps required.

Dr. L. D. Jones, of Ironton, Ohio, was in Louisa the first of the week.

Pike County Relatives Flayed by Appellate Judge

Frankfort, Ky.—Litigation between a Pike county farmer and his son-in-law due to a dispute over a trivial matter, which "kept the whole neighborhood disturbed for more than a year," drew denunciation of both litigants in the opinion of Judge Thomas of the Court of Appeals.

"These cases furnish a strong example of the perversity of human nature and emphasize the influences of selfishness and greed as factors controlling human conduct," the opinion read.

"These litigants not only display utter disregard of good fellowship, which should exist between neighbors, but they likewise exhibit contempt for the preservation of family ties."

Big Branch of Long Fork of Shelby Creek meanders through the farm of Harvey Tackett and son-in-law, William Newsum. It became stopped up near the mouth and overflowed on Newsum's land. His father-in-law then laid some rocks along the bank to prevent it washing his land and Newsum obtained an injunction requiring Tackett to remove the stones.

The Court of Appeals dissolved the injunction but allowed a judgment for \$25 and a fraction of an acre of land to stand, about one-fourth the cost of appeal.

RAILROAD WRECK DELAYS WEDDING OF LOUISA GIRL

Miss Ernestine Stump Marries Injured Fiance in St. Louis Hospital.

A friend furnishes the NEWS with the following account of an interesting event that is of special interest here. The bride is the only child of Mr. and Mrs. J. F. Stump, now of Logan, W. Va., but formerly of Louisa. She was educated in Lexington and Richmond, Ky., and is a charming girl.

After a three years courtship, Miss Ernestine Stump, of Logan, W. Va., and Mr. Thomas Lynch Henricks of Marion, Virginia, were married.

On December 20, 1919, in Oklahoma City, Okla., when the Frisco train pulled out of the depot the eighteen coaches carried many happy people, but none happier than Mr. Thomas Lynch Henricks enroute to Logan, W. Va., where on Wednesday, December 24 he was to wed Miss Ernestine Stump. When the fast going train was nearing St. James, Mo., on Sunday morning at 7:30 there was a terrible wreck caused by a broken axle. Three persons were killed and forty-seven injured, one of whom was Mr. Henricks. The injured were rushed to St. Louis to a hospital. Fortunately the young man had received only deep gashes about the head and face. Before being able to speak he had written a message to be sent to Miss Stump asking her to leave at once for St. Louis. Accompanied by Mrs. H. G. Nesbit he went, finding Mr. Henricks not so seriously injured as they had feared.

On Friday afternoon, December 26, in the Frisco hospital the happy couple was joined in holy wedlock by the Rev. Pittman, pastor of the First Christian church, St. Louis. In a few days they left for the bride's home in Logan, W. Va., and later will visit the groom's home in Marion, Va.

They will reside in Logan where Mr. Henricks holds a responsible position with the Kentucky & West Virginia Power Co., having been in their employ five years.

Soldier, Home on Furlough, Ends Life

Ashland, Ky.—Luke Bayless, 27 years old, is dead of a bullet wound. He was home from Camp Grant on a furlough. Sunday he seemed depressed and several times burst into tears even when other young men who were having a good time. He was at the home of William Field, a neighbor. Several other young men who were there had stepped out of the room for a few moments when they heard a report from a pistol. Returning to the room, they found young Bayless dead.

MARRIAGE LICENSES.

Walter Barnett, 23, to Lizzie Carter, 19, of Louisa.

Daniel B. Ferguson, 31, of Louisville, to Eric M. Morris, 24, of Ft. Gay. James E. Smith, 23, of Webbville, to Ruth E. Shepher, 18, of Hubbards-town, W. Va.

Anthony Ward, 24, to Dovy B. Price, 18, of Henrietta, Ky.

Thos. Arcutt, 21, to Emily Bartram, 17, of Louisa.

James Leslie Jackson, 26, to Nellie Lambert, 22, of Huntington and Fallsburg.

KENTUCKY DEBT SMALLER THAN IT HAS BEEN FOR YEARS

Frankfort, Ky.—The debt of the state of Kentucky will be less than \$2,400,000 when the Republicans take over the state government. At the beginning of business the first of the year the debt totaled \$2,339,591.23.

Included in this amount are warrants which have been called in for payment which, when canceled, will leave an outstanding indebtedness of approximately \$1,800,000.

NEW COAL MINES NEAR TORCHLIGHT TO BE OPENED

Water Transportation Will be Attempted if Plans Can be Executed

The Blacksburg Coal company of Virginia has leased from Dixon & Garlin the coal rights on the Andy New farm at Torchlight. Mr. N. M. Orr is chief stockholder. A mine will be opened as soon as possible. Equipment is being shipped from Virginia.

This land lies just below the Torchlight Coal company's operation, on the west side of the river.

There is an interesting feature in connection with this new enterprise that we are glad to hear about because it is likely to develop an opportunity that awaits this valley. The Blacksburg company contemplates using the Big Sandy river for shipping at least a part of its coal. Slackwater is available there and for several miles further up the river. It has not been utilized because no company has yet made any effort to arrange for it. Until the Ohio river dam below Catlettsburg was completed the plan was not feasible, but since that was accomplished there is no difficulty about getting out of Big Sandy into the Ohio during low water stages. The Ohio river dam puts water over the sill of the Big Sandy dam.

All that is needed is to supply the traffic and the boats will come in to take care of the business. Coal from Big Sandy river can be moved by river to Cincinnati when the Pittsburgh coal can not be brought down. There is large water in the Ohio from the mouth of Big Sandy down, five times as many days in the year as there is from Pittsburgh. This is the average record over a number of years. As the Ohio has slackwater only in spots that record is the one that counts, and it will stand until the system of slackwater is completed. Nothing would do as much to stimulate coal production along the Big Sandy as far up as Georges creek and a corresponding distance up the river as the development of steamboat and barge service, and such development depends upon the opening of mines along the way.

OUR MOONLIGHT SCHOOLS WORK WINS PLAUDITS

The work of Kentucky's Illiteracy Commission is attracting attention all over the country. The Cincinnati Enquirer published the following editorial about it a few days ago:

Admirable Work.

Admirable, indeed, are the results accomplished by the labors of the Kentucky Illiteracy Commission, which for five years has been investigating and laboring to abolish illiteracy from the state. With zeal and persistent energy it has succeeded in enlisting the services of volunteer teachers, and its "moonlight" schools, costing the state nothing, have highly justified the work and necessity responsible for the commission's creation. These schools appealed to the adult illiterate as well as to the children who were denied ordinary opportunity for education. And now education has become a state issue, and the importance of the work cannot be overestimated. This commission has succeeded splendidly in awakening the belief among the people of the state that education is the paramount thing, which it is. The press has contributed to this splendid propaganda, as have the pulpits and good men and women everywhere throughout the State.

There is a county illiteracy agent in every county. Men of affairs have gone out in the great publicity campaigns to create sentiment and interest among the illiterates of the commonwealth. Books have been provided. The teaching has been free. No one has been considered to be too old to learn.

Today, because of the work of the commission, a great army of 150,000 illiterate men and women has been taught to read and write. Some of these, we learn, have become leaders in the Sunday School, the church, and in the civic life of their communities. The great work is going forward. Surely the example of Kentucky might well be followed by every state in which illiteracy is evident. Her policy means the redemption of children, men and women, from the bondage of ignorance; it assures future worthy, valuable citizens, a higher moral life, a strong and virtuous outlook for the future.

All honor to Kentucky and her efficient Illiteracy Commission!

RETURN TO SCHOOL.

After spending the holidays at their homes in Louisa the following have returned to school:

Miss Sullie Burns, O. C. Gartin, Luther Atkins and Jack and Henry Sammons to University of Kentucky, Lexington; Miss Helen Alexander to Bayze college, Lexington; Miss Maxie Wellman to Hamilton college, Lexington; Geo. H. Minter, to Pittsburgh, Pa.; Jim Ferguson to Manlius, N. Y.; Geo. Wm. McClure and Victor Muncy to Cincinnati; Miss Agnes Albright to Cincinnati and Miss Georgia Greaver to Parkersburg, W. Va.

Large Clothing Store Has Changed Hands

The new firm of Sparks & Sparks, consisting of M. B. Sparks and Bert L. Sparks, have taken charge of the clothing and furnishings store bought from W. L. Ferguson. This is one of the largest stores of its kind in the Big Sandy valley. A complete stock is in the house, ready for the public. The proprietors are successful business men, of the highest integrity.

W. L. Ferguson and family will move to Huntington in a few days. Louisa regrets to lose this good family, but our best wishes for success go with them.

Mother of B. J. Chaffin Dies at Advanced Age

Mrs. G. W. Chaffin died at her home near Yatesville Wednesday night, after a long period of ill health. She was 74 years old. The husband and a number of grown sons and daughters survive. Among these is B. J. Chaffin, of Louisa. Mrs. Chaffin was a good woman and a consistent church member. She was a daughter of Wm. Short, who died many years ago. The burial will take place today near the home.

LOUISA PASSES THE MILLION MARK

The New City Council Organizes and Gets Down to Business.

The City Council met Tuesday night, this being the first meeting for the new body elected last November. Those present were Dr. T. D. Burgess, O. C. Atkins, H. E. Evans, W. M. Justice and G. J. Carter, with Mayor Augustus Snyder presiding. George Lewis was sick and unable to attend.

The oath of office was administered and the election of a City Attorney, Marshal, Treasurer and Assessor was taken up. Upon motion the men holding these offices were re-elected without opposition. They are R. C. McClure, K. M. Short, J. B. Kinister and James Norton, respectively. Mr. Short declined to accept the office of Marshal and no one was elected to the vacancy.

Mr. Carter resigned as councilman and W. E. Queen was elected to the office and immediately qualified.

The report of the Board of Supervisors showed the total taxable valuation of Louisa property to be \$1,954,000, after adding the increase of about \$75,000 made by that body. This is the first time the tax list has reached a million dollars in Louisa.

The Louisa Water & Improvement Company made an unsatisfactory reply to the Council's inquiry as to its intentions in regard to replacing its old water main in Lock avenue with a good line before the proposed street paving begins, and Attorney F. M. Vinson was employed to assist the City Attorney in starting legal proceedings at once to enforce the rights of the city in this matter.

Dr. C. B. Walter appeared before the council and asked permission to move his office building from the front of his lot to the rear. It seems that a question had developed as to whether or not the fire limit ordinance would permit him to make this move. The Council gave him the benefit of the doubt and granted the permission. He proposes to move the building erected by Leo Frank many years ago from the Main Cross street frontage to the rear of the same lot, facing it on the alley. The front site will be sold, or one or two brick buildings erected there.

After allowing claims and attending to other routine business the meeting adjourned.

GOOD ROADS AS AN INVESTMENT

The two forms of public investment that most appeal to American people are public schools and public roads. We tax ourselves more heavily for schools than for anything else, though dividends from this investment are indirect. But roads bring dividends directly back on the return trip.

A hard surface road from farm to town, a road that will bear the maximum load for twelve months of the year, is a great time-saver. Moreover, there are times when produce must be rushed to a briefly high market. Good roads are indispensable then. Many a farmer can tell of times when, held at home by a mud embargo, he has helplessly watched a fall of the market cost him a hundred dollars or more.

Supposing a farmer's land is assessed at ten thousand dollars, and the additional tax, due to the issuance of road bonds, is one dollar in the thousand. This would add ten dollars to his tax. But suppose he saves an hour a week when man and team are worth six dollars a day. His saving for the year off this small item is \$31.20, which is interest on his investment at the rate of 312 per cent.

But any farmer knows that the saving due to such a road is not confined to so small an item as one hour a week. The wear and tear saved on team and vehicles amounts to more than that. The profits on a single crop taken to market more than that. In fact, there is no factor that so vitally affects the value of farm land or the margin of farm profits as that of the cost of transportation. And the larger part of the cost of transportation from farm to ultimate consumer is that incurred by the haul over public highways.—Minneapolis Journal.

Increased Salaries Are Recommended at Frankfort

Pike County Man and Johnson Citizen Get Jobs Under New Administration.

Frankfort, Ky.—Five thousand dollars more for salaries of clerks in the Auditor's office, who now receive from \$125 to \$166 a month, is recommended by State Auditor T. M. Jones in his budget report. He suggests \$35,000 instead of \$26,000 and the elimination of one clerk. He suggests also that the Assistant Auditor be raised from \$2,500 to \$3,500.

The National Branch Bank and the First National Bank of this city will handle the State funds, it is understood.

E. Matt Carr, Assistant Secretary of State, will continue in that position until after the session of the General Assembly, Secretary of State-elect Fred A. Vaughan announced.

C. W. VanHoose, formerly of Johnson county, will be corporation clerk, and Garfield Johnson, Pike county, will have a position in the office.

Grand Master of Kentucky Masons to be in Louisa

Grand Master Henry S. McElroy of the Grand Lodge of Kentucky Masons will be in Louisa next Wednesday, January 14. It is desired that all members attend the meeting of Apperson Lodge No. 195 on this occasion. A banquet will be held after the close of the session, the ladies of the Eastern Star doing the serving.

BOARD OF TRADE FOR LOUISA IS ALREADY AT WORK

Organization Effected and Action Taken on the Gas Rate Discrimination.

A Board of Trade for Louisa was organized last Monday night at the city hall. Quite a large crowd was out to take part and the organization starts with a large membership.

Augustus Snyder was elected president and N. M. Orr was made secretary and treasurer.

Mr. Orr has had considerable experience in this line of work. He has been in Louisa several months and has very kindly consented to serve the Board of Trade in the important capacity of secretary. His experience and capability will be of great value to the body.

The first action taken by the organization for the benefit of the city was in regard to the heavy increase made by the United Fuel Gas Company in the price of gas to Louisa consumers. Bills for December, payable by the 10th of this month, were presented, showing 35 cents net paid by Louisa people and 20 cents net paid by consumers in Fort Gay, W. Va., just across the river from Louisa, and served from the same main. This is a 75 per cent higher rate for Louisa than for Fort Gay. Huntington's rate is 14c to 17 cents and one gas company is asking the Public Service Commission to permit increase to 21 cents for small consumers and 16 cents for large users.

The information was given that the United Fuel's franchise in Louisa expired in 1918 and that the company refuses to ask for a renewal because, as stated by some of its men, the company is now free to discontinue the service whenever it chooses to do so.

Catlettsburg and Ashland are in the same position as Louisa and are acting to get relief.

The Louisa Board of Trade took action by appointing a committee composed of President Snyder, Secretary Orr, M. F. Conley and R. C. McClure to prepare and forward to Representative E. E. Shannon a resolution setting forth the facts and asking the Legislature for relief.

The method of relief suggested is a Public Service Commission or enlarging the powers of the Railroad Commission to cover such situations.

The resolutions and facts have been forwarded to Mr. Shannon. Senator Brig Harris also is ready to give vigorous assistance in this matter.

The Board of Trade wants the help of all citizens and it will serve the interests of Louisa and Lawrence county to the best possible advantage.

The next meeting will be January 19th at the City hall.

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D. L. Thompson Has Good Appointment at Frankfort

County Attorney D. L. Thompson of Louisa has been appointed Chain Clerk in the Auditor's office at Frankfort, at a salary of \$2400 per year. He was at Frankfort this week looking the job over, but is undecided as to accepting the place. It is considered quite a desirable appointment and Mr. Thompson is to be congratulated upon being selected.

Nicholas Copley, Aged Citizen, Passes Away

Nicholas Copley died Jan. 7th at the home of his daughter, Mrs. Claude Holt near Fort Gay. He had been ill only a few days. His age was 94 years. Four sons and five daughters survive and all were at his bedside when death came except a son in South America and another in the army at Brownsville, Texas. Mr. Copley was a veteran of the Civil war. He was a good, honest citizen and had many friends. The body was laid to rest by the side of his wife, who died some years ago.

JAMES WHEELER'S CHILD DIES NEAR FORT GAY

The infant son of James Wheeler, age eight months, died at his home near Fort Gay yesterday, after a brief illness.

NATURAL GAS FOR PRESTONSBURG

The town of Prestonsburg is having natural gas piped into 100 houses. A well just across the river will serve this number.

Jere Wheelwright, Consolidation Coal Company Head, Dies

Washington, Jan. 7.—Private advices received here today announced the death in Paris of Jere Wheelwright, of Baltimore, chairman of the board of directors of the Consolidation Coal company.

Fairmont, W. Va., Jan. 7.—The death of Jere H. Wheelwright, the great developer of West Virginia. While much of his effort in this was confined to the Monongahela Valley yet his influence was felt throughout the state.

His largest interests were in the Consolidation Coal company, the Monongahela Valley Traction company and the National Bank of Fairmont, he was identified with nearly every project that had for its end the development of this part of this state.

Mr. Wheelwright started his career at Monogah and was then associated with former Senator Johnson N. Camden.

Later he became associated with Clarence W. Watson and for twenty-two years these two men were intimately connected in business matters. He was president of the Consolidation Coal company having worked himself up from the bottom. At the time of his death he was chairman of the board of directors.

During the war he was president of the National Coal Association.

RAILROAD MILEAGE LESS NOW THAN IN THE YEAR 1916

Full Measure of Prosperity Impossible Without Expansion of Railway Systems.

A growing country must constantly increase its transportation facilities. Most of us will acknowledge that the United States is a growing country. And yet statistics compiled by the Railway Age show that the total mileage of new railroad constructed in the United States during 1919 was the smallest ever recorded by that paper. Six hundred and eighty-six miles of new line were built during 1919, while operation ceased on 639 miles of main line railway during the same period. The total railroad mileage in operation in the United States is less today by 233 miles than it was at the end of 1916.

This is one of many evidences of the result of an unwise government policy toward the railroads. There was a time when the roads victimized the Government and the people. Then the Government and the people turned around and victimized the railroads.

For a number of years the railroads have been the Cinderella of American politics. They have been kicked around; demagogues have delighted to seek political profit at their expense. Even politicians who are sane enough on other points were unable for a long time to see why the railroads should not constantly pay increased wages and increased prices for materials, while charging the old rates for hauling passengers and freight.

It was a pretty game, while it lasted. But the time has come when the country, for its own sake, will have to give the railroads something like fair play. If the roads should be given back into the hands of their owners without suitable provision for their future safety, most of them would be in the hands of receivers within a few months. That would mean serious loss to the entire community in lessened efficiency of railroad service. It would mean loss in capital to hundreds of thousands of private investors; more important still, it would threaten many of the great insurance companies with disaster.

When a country like the United States abandons more miles of railroad in a year than it builds, it may be assumed that something is wrong. One reason for believing that the wrong will be corrected is that the dangers of the existing situation are so obvious and so far reaching that only fools or knaves would venture now to make a political plaything of the railroads.—Cincinnati Times-Star.

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