

The Big Stone Gap Post.

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No. 8

BIG STONE GAP

Is to Have a New Up-to-Date Southern Methodist Church.

The pastor, Rev. J. W. W. Shuler, has projected this new enterprise since coming here in October. One-half of the funds for the completion of this church are already secured, and its erection is a certainty.

The church is to be built of stone or pressed brick; very likely of stone, and when completed will cost about \$10,000. The building will be modern in all its appointments, and will include auditorium, separate Sunday school class rooms, with Sunday school assembly room, if desired, ladies parlor, pastor's study, vestibules, chair loft, with alcove for organ, descending floor and circular pews, cathedral art glass windows, and other modern conveniences. The people are responding liberally to the call for help on this enterprise.

The building committee is composed of Messrs. C. F. Blanton, Otis Mouser, C. S. Carter, J. S. Hamblen, and J. H. Mathews, all successful business men of the Gap.

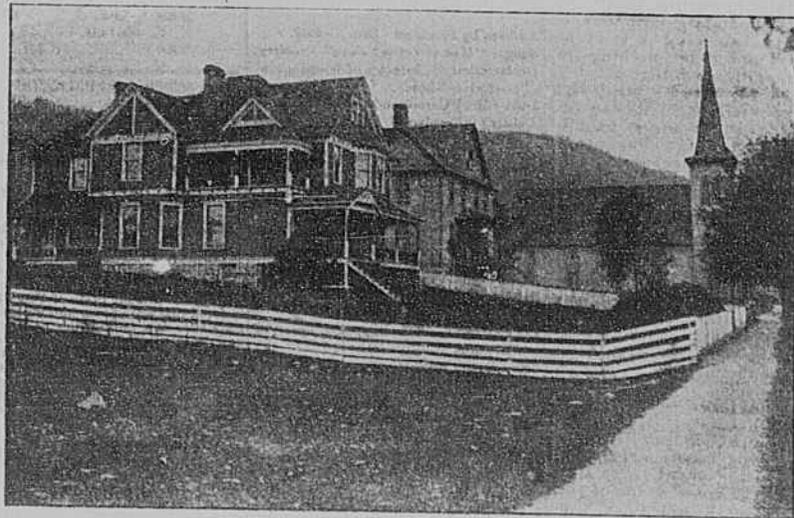
Rev. Shuler has had wide experience in church building and church extension work, he having taken the initiative or promoted to completion the building of some eight churches previous to his coming to this place, besides various church improvements. The first church built by him was "Bascom," on the Lebanon circuit, four miles Southeast of the town of Lebanon, Va., which cost about \$1500. While on the Emory circuit, in Washington county, he led the people in the building of three churches and remodeling of one. "New Lebanon," a \$1200 chapel, was built on the

site of the old Lebanon camp grounds three miles Southwest of Meadow View. "Meadow View" church, a modern house, costing some \$3,000. This has become a strong church. "Central," a nice modern chapel, worth about \$1500, located midway between Glade Spring and Chilhowie, while the church of Glade Spring was remodeled by the building of a tower corner and putting in cathedral art glass windows.

On the Wytheville circuit he secured locations and raised money and got well on the way, two splendid churches—"Calvary," a modern church, costing about \$1500, and "Huddle Memorial," costing \$3,000. This last is one of the most complete and beautiful country churches in the connection. These churches are located on Cripple Creek, in Wythe county.

While on the Graham Station he built one of the best parsonages in the conference. This property is valued at \$5,000.

While serving as Presiding Elder of the Harriman District, he promoted several church enterprises. One in particular he took charge of and carried to completion. This was "Main Street" church at Crossville. This is by odds the best church in that beautiful mountain town. It is modern and up-to-date, and was built despite many difficulties. It cost about \$2500. This church had only thirty members, and they were poor, most of them. Mr. Shuler served as president of the Church Extension Board of Holston Conference for four years, and took great interest in all the church building enterprises of the conference.



In the above picture is shown the present Southern Methodist Church at Big Stone Gap, and both the Station and District Parsonages.

State Pays Half Cost Treatment

Health Department Cannot Make Other Arrangements for Catawba.

Richmond, Va., Feb. 18.—The State Health Department is overrun with applications for free treatment at the Catawba Sanatorium, and its officers are called upon almost daily to explain that the State already pays about half the cost of treatment at Catawba and cannot be expected to do more for the patients seeking admission. State Health Commissioner Ennon G. Williams, in discussing the matter today, declared that treatment at the Sanatorium cost \$9.50 the patient per week, and that of this sum the State now contributes \$4.50, calling on patients at the Sanatorium for only \$5.00 the week. "It must be remembered," said Dr. Williams, "that the treatment for consumption is expensive, and that the food given the patients has to be of unusual quality and quantity. This necessitates a large outlay for provisions, which, with the cost of nursing and treatment, brings the treatment up to \$10 the week. While this figure is low, in comparison with that of many like institutions, it requires that a large part of the appropriation for Catawba to the maintenance of the patients. In such a case, under the existing law, there is absolutely no way of admitting patients to the sanatorium at less than the present rate—\$5.00 the week."

"Where prospective patients are without funds," explained Dr. Williams, "they must rely upon their local authorities and not on the State for help. The last Assembly passed an act authorizing the Board of Supervisors of any county to appropriate a sum not exceeding \$75.00 for the treatment at Catawba of any citizen of the county under certain reasonable conditions. The Department believes that this act will be invoked by local authorities where proper application is made to them, but it is unable to do more for those unfortunates who are unable to pay the partial cost of treatment required of them."

"Catawba is capable of great expansion and lack of funds, not of grounds, is the reason why we cannot erect more buildings and care for those who wish to enter. We shall, of course, admit new patients as rapidly as possible, and must look to the people for a more liberal support of the institution in the future."

Program

For the Teachers' Meeting, Composed of Richmond and Big Stone Gap Districts, Saturday, March 18th, at Appalachia.

From Allen's Civics and Health. The Fight for Clean Milk—Miss Adelaide Everett, Big Stone Gap. Preventive "Humanized" Medicine Physician and Teacher—Miss Mary Harris, Stone Gap.

Departments of School Hygiene and the Present Departments of School Hygiene in New York City—Miss Courtney Williams, East Stone Gap. Official Machinery for Enforcing Health Rights and School Health Reports—Mr. R. M. Dillon, Appalachia.

From Mr. Murray's "How to Study." The Using of Ideals as a Factor in Study—Prof. J. P. Haislip, Big Stone Gap. Provision for a Tentative Rather than a Fixed Attitude Toward Knowledge as a Factor in Study—Principal R. H. Dougherty, Appalachia.

Provision for Individuality as a Factor in Study—Miss Mary Pierce—Big Stone Gap. Full Meaning of Study, Relation of Study to Children and to the School—Principal I. I. Warner—East Stone Gap. COMMITTEE.

Old newspapers for sale at this office.

GOOD ROADS TO ROANOKE Rules and Regulations

Big Stone Gap, Va., Feb. 14, 1911.

Editor Roanoke Times:

The road improvement already authorized and under way in Lee, Wise and Russell counties will make a continuous macadam road from Middleshoro, Kentucky, across Cumberland mountain through Lee, Wise and Russell counties to Honaker, in the northern end of Russell county, with the exception of one short stretch in the lower end of Lee county, which will almost surely be built within the next two or three years, passing through such towns as Cumberland Gap, Jonesville, Pennington Gap, Big Stone Gap, Appalachia, Norton, Wise, Coeburn, St. Paul and Lebanon. As you know, the people of Tazewell county are contemplating a half million dollar bond issue.

The roads already authorized to be built for which bonds have been sold, from the lower end of Lee county connecting with the government road through Cumberland Gap from Middleshoro, running through Lee, Wise and Russell counties, is about one hundred and twenty-five to one hundred and thirty miles long. From one

hundred and thirty to one hundred and fifty miles more of such road would take you through Tazewell, Bland, Wythe, Pulaski, Montgomery and Roanoke counties to Roanoke. Some sections of this are already macadamized or in good condition.

Why do you not call the people of these counties together and inaugurate a movement for the completion of this road to Roanoke, and make a continuous highway from Middleshoro, Ky., to your city? This would make one of the most beautiful highways in the whole country as well as a very serviceable one.

The people of Bell, Knox, Laurel and Rockcastle counties in Eastern Kentucky are seriously discussing the building of a like road from Middleshoro through these counties to connect with the blue grass pikes in Central Kentucky. This road would be less than one hundred miles in length. The completion of both of the roads above referred to would permit automobile travel from Roanoke to Lexington and Louisville, Ky., over a continuous pike road. It is a road which will eventually be built. Why not do it now?

JOHN W. CHALKLEY.

Sunday School Russell for Institute Good Roads

Clinch Valley Baptist Association at Big Stone Gap, Va., Feb. 24, 25, 26. Voted on a Bond Issue of \$275,000 in the Election on Tuesday.

Lebanon, Va., Feb. 16.—A \$275,000 good roads bond issue election was carried in Russell county Tuesday by a majority of from 500 to 600 votes. This is the second bond issue of its kind which has been put through in Russell, the last being for \$150,000.

Wise county, which adjoins Russell, voted for a good roads bond issue of \$700,000 last November.

Russell is the third county in Virginia which has voted for a second good road bond issue after having exhausted funds raised by the first issue of bonds for improved roads.

Life Saved At Death's Door.

"I never felt so near my grave," writes W. H. Patterson, of Wellington, Tex., as when a frightful cough and lung trouble pulled me down to 100 pounds, in spite of doctor's treatment for two years. My father, mother and two sisters died of consumption, and that I am alive today is due solely to Dr. King's New Discovery, which completely cured me. Now I weigh 187 pounds and have been well and strong for years. Quick, safe, sure, it's the best remedy on earth for coughs, colds, la grippe, asthma, croup, and all throat and lung troubles. 50c and \$1.00. Trial bottle free. Guaranteed by J. W. Kelly, Druggist.

ELECTRIC BITTERS THE BEST FOR BILIOUSNESS AND FIDNEYA

VIRGINIA

WILL VOTE ON \$600,000 BONDS

Will Continue to Have Ten Representatives in Congress.

Washington, D. C., Feb. 15.—Virginia will continue to have ten congressmen under the provisions of the apportionment bill which passed the house today. The Campbell bill retaining the present number and members in the house of representatives would have reduced Virginia's representation by one member, Tennessee's by one, and North Carolina by one, while retaining the present number in West Virginia.

The Crumpacker bill, which was finally passed, retains the present membership in each of these States, except West Virginia, and increases its representation by one.

Congressman Austin, of Tennessee, made an appeal in behalf of Congressman Slemp, saying that Mr. Slemp and his father had worked for years to make their district Republican and that he should not now be thrown out of the house. He asserted that the Republicans would have to make their gains in the border States in the future if they were to gain at all and that to cut down the representation of these border States in Congress and in the electoral college would be bad policy for the Republicans.

The bill was passed by Democratic and Republican votes. It takes effect March 4, 1913, so that the next congress elected will be under its provisions.

Tazewell County Proposes to Follow Wise in the Matter of Good Roads.

Tazewell, Va., Feb. 16.—This county will vote on a bond issue of six hundred thousand dollars instead of five hundred thousand. It was decided at a largely attended meeting Saturday to vote on the district bond issue matter embracing the whole county, but obligating the various districts for certain amounts, the county to vote as a unit. Maiden Spring district requires for good roads, \$150,000; Jeffersonville district, \$200,000, and Clear Fork district, \$250,000. The state highway commissioner was present and it was largely through his efforts that the decision was reached.

EXPERT'S OPINION OF AMERICAN ROADS

W. M. Acworth, recognized as the highest authority on railways in Great Britain and an author of several standard works on railroads of Great Britain and America, testified before the Railroad Securities Commission in New York recently that after a two months study of American railways, "It has been my opinion that in actual economy of operation the railways of the United States are first in the world. In the number of tons per car; cars per train; in the fullest utilization of locomotives; in the obtaining of the greatest measure of result for each unit of expenditure, they are not equaled by the railways of any other nation."