

# The Big Stone Gap Post.

VOL. XX,

BIG STONE GAP, WISE COUNTY, VA., WEDNESDAY, OCTOBER 23, 1912.

No. 43

## Coal Output Doubles.

Every 10 Years Production Equals Total of All Coal Previously Mined.

An interesting fact in connection with the production of coal in the United States, according to the United States Geological Survey, is that in each successive decade the output is practically doubled. If the production of bituminous coal alone were considered, the record for the last 30 years would show an increase somewhat in excess of this ratio. The increase in the production of anthracite has been much less rapid on account of the limited area on the fields, the conditions under which the industry is carried on, and the restriction of the prepared sizes to domestic consumption. It has been estimated that the output of anthracite will reach 100,000,000 long tons annually before it begins to decline. The maximum production up to the present time has been 80,771,488 long tons. An increase in the annual production of bituminous coal may be anticipated for some time to come.

The statistics of coal production in the past show that up to the close of 1855 the total output had amounted to 284,890,955 short tons. In the decade from 1856 to 1875, inclusive, the production amounted to 119,325,104 tons, making the total production up to the close of 1875, 704,315,159 tons. In the following decade, from 1876 to 1885, inclusive, the output amounted to 847,760,319 tons, somewhat more than double total production during the preceding decade. At the close of 1885 the total production amounted to 1,552,075,478 tons, and the production at the close of 1895 was 1,586,098,641 tons, the total production at the close of 1895 amounted to 3,138,174,419 short tons. In the decade ending December 31, 1905, the total production amounted to 3,832,402,746 short tons, and the grand total from the beginning of recorded coal mining in the United States amounted to 6,970,676,865 short tons. The average annual production from 1896 to 1905 was 289,240,275 short tons; the average production from 1906 to 1911, inclusive was 451,499,290 short tons, showing an increase of 178,258,015 short tons, or 63 per cent.

## RESOLUTIONS.

The Woman's Home Mission Society, regret that the inevitable laws of the Methodist Church (after four years of splendid service,) take from us our much beloved Presiding Elder and his wife, Rev. and Mrs. J. W. Rader. Mr. Rader is such a noble, high consecrated Christian gentleman, and it is with a feeling of keenest sorrow we give them up.

Resolved First, That the Woman's Home Mission Society has lost a faithful and zealous member.

Second, The best wishes of each member of the Society go with her, and the beautiful gift from the Society to her, but meagerly expresses our love and good will.

Third, We commend her to the people of Radford and feel they will love her as we do.

Fourth, We bid her God speed in her new home, and hope it may be our good fortune to have her and Brother Rader with us again.

Fifth, A copy of these resolutions be sent to Mrs. Rader; one to be entered in our minute book and one sent to Big Stone Gap Post.

MRS. L. O. PETTIT,  
MRS. OTIS MOUSER,  
MRS. MORGAN H. YOUNG,  
Committee

Friday Squire T. J. Templeton, of Jefferson City, Tenn., met with a very painful accident a few miles from town. The horse he was driving in a buggy ran away and he was either thrown out or jumped over, causing his injuries. One shoulder was dislocated and he was otherwise bruised.—Gate City Herald.

## Gen. Ayers.

Joins Slemph in Move Against Boodle.

Pulaski, Va., Oct. 17.—Gen. R. A. Ayers today said: "I was gratified to read the announcement of Hon. C. B. Slemph that he would use no money at the coming election except for legitimate expenses." Mr. Slemph says, "The Democratic press of the State continues to misunderstand and consequently to misrepresent my position as to fair elections.

"In order to make a clean-cut issue of this subject, and in order that the people may know who is in favor of fair elections, and who is not, I will say: "First, I will use no money at the coming election except for legitimate purposes.

"Second, I demand from General R. A. Ayers, my Democratic opponent, an unequivocal answer to the questions as to whether he thinks the Republicans are entitled to have one judge and one clerk of election at every voting place in the district.

"Third, I appoint the following committee to meet a committee selected by General Ayers to enter on my behalf into any agreement whatever that will tend to have the coming election absolutely fair to all candidates and all parties: Hon. C. S. Pendleton, district chairman; Hon. R. W. Dickenson, of Russell; Hon. J. C. Noel of Lee county.

"I will abide by any agreement that the two such committees may enter into."

In response to the above statement General Ayers said: "I have always advocated representation of the opposite party in the appointment of judges and clerks of election and so far as I know it has always been accorded in this district.

"I went father in the late constitutional convention and voted for and supported the proposition to require representation of the opposite party upon the electoral board, and therefore, answer Mr. Slemph's question emphatically, YES.

"I do not, however, believe that a any party committee, Democratic or Republican, should have the right to name any particular man for appointment as either judge or clerk, but should be required to submit a list of five or more voters from each precinct—men of character and integrity—from which a judge and clerk of election may be selected, and I earnestly recommend that the several boards in the district shall accord representation in the appointment of both judges and clerks, where lists are so submitted.

"For the purpose of carrying out the suggestions of Mr. Slemph on an agreement to secure a fair election to all parties and candidates, I hereby appoint Hon. J. D. Buchanan, district chairman; Hon. J. F. Bullitt, Big Stone Gap, Va.; Hon. John W. Price, of Bristol, Va., a committee on my part to confer with the committee selected by Mr. Slemph and prepare such an agreement.

"I will abide by any agreement that the two committees may execute."

## Mr. Slemph's Baby Dead.

Ashville, N. C., Oct. 15.—A child was born to Mr. and Mrs. C. B. Slemph today, but died a short while after birth. It is learned that the mother is not in danger, and that everything possible was done by the attending physicians to save the life of the little one, but without success.

Mr. Slemph's home is at Big Stone Gap, Va., and he is the representative in Congress from the Ninth Virginia district, and is a candidate for re-election, but his anxiety about his wife has caused him to remain as close to this place as possible during the pro confinement period.

Few details have been obtainable from the stricken circle since the announcement of the death of the little one, shortly after it was born.

## AUTOMOBILE ACCIDENTS.

Editor Post:

We note in your last week's issue that two bad automobile accidents occurred recently between here and Appalachia, resulting in injury not only to the cars, but also to their occupants, some of whom narrowly escaped death. Minor accidents on the same road have occurred before and narrow escapes are frequent.

The desire to make quick time and the determination to take more and greater risks, as lesser ones are safely passed, seems to be inherited in automobiling. "Familiarity breeds contempt" until the final crash comes.

If the dangers were confined to cars, or to cars and drivers only, comment now might be unnecessary, but that others should be drawn into them unwittingly makes a protest desirable. We have now between these towns, and are likely to have between others nearby, automobile lines which are public carriers with practically no supervision or control. Recklessness is evident and some means of checking it must be resorted to.

The first step in this direction is publicity of accidents, and the town authorities should keep record of them so far as possible, of their cause, extent and through whom they occurred. Such record would serve to enhance the reputation of a safe driver, and so reduce the business of the careless that they too would become more careful, striving to regain lost ground.

The few fines that have been imposed have proved altogether insufficient. They should be published in the newspapers that the public may be warned of those drivers who are unsafe and in flagrant cases permission to operate in the town should be rescinded.

In the account of these late accidents attention is called to a few striking points.

In each case only the driver's own statement of the cause of accident is given.

In each case the driver, although impeded from quick jumping by the steering gear, escaped unhurt.

In one case the driver claims that something went wrong with the steering gear. Another report is that the car "skidded." We agree with the driver that "something went wrong" and would be glad to know what and why.

But what was certainly a most inexcusable accident was that of the locomotive collision. Is the fact that the driver, Mr. Charles Harris, did not see the engine offered as an excuse? It is none. He should have seen it. If anything impeded his vision he should have waited for absolute assurance of safety before going on, and this at any track-crossing—more especially at one so much in use as that at the mouth of Pigeon Creek. The train crew may have been careless also, as reported, but that does not in the least mitigate his fault. The wreck of his car as well as the injury to his passengers has given him a lesson which he will remember, and ought to, but probably will not be heeded by all others.

JAMES M. HODGE.

## Big Stone Gap District, First Round.

St. Charles	October 19-20
Toms Creek	" 26-27
Coburn	" 27-28
Kingsport, at Morrison's Chapel	November 2-3
Gate City	" 3-4
Nickelsville, at Aileys	" 9-10
Fort Backmore, at Pen-dleton School House	" 10-11
Clinchwood	" 16-17
Jonesville Circuit, at Green Leaf	" 23-24
Hubbard Springs, at Masonic Hall	" 24-25
Clinchport	Nov. 30-Dec 1
Appalachia	December 1-2
Cumberland Gap, at Gib-son's Station	" 7-8
Pennington Gap, at Dryden	" 8-9
Stickleyville, at Roller's Chapel	" 14-15
Jonesville Station	" 15-16
Norton	" 21-22
Stonaga	" 22-23
Norton Mission at Tacoma	" 28-29
Wise	" 29-30
Big Stone Gap	January 4-5
Keeokee, at Imboden	" 5-5

## Rising Tide Of Business Activity

Manufacturers of All Sections of Country Tell of Remarkable Prosperity

Baltimore, Md., Oct. 18.—Ten pages of letters from manufacturers in all parts of the country published in this week's issue of the Manufacturers Record tell of remarkable activity everywhere and in every line of industry. Summing up these letters, the Manufacturers Record says:

A rapid expansion in business interests, increasing everywhere, factories overtaxed with orders beyond their capacity to fill, a growing scarcity of skilled mechanics, a car shortage which in many cases is greatly retarding shipments, a shortage so pressing in some cases that one report tells of cement being delivered by the use of passenger cars as well as cattle cars—such is the condition of business throughout the country as voiced by leading manufacturers in every section in letters to the Manufacturers Record. The story is one of exceeding interest as a whole, why many of these individual letters throw an illumination upon business questions which makes them of more than usual interest.

In some sections there is as yet no car shortage reported; in others the railroads are reported as wholly unequal to cope with the business, and manufacturers crowded with orders that they can not fill because of the lack of transportation facilities. This is so strongly presented in many letters that it should command the immediate attention of every railroad man in the country, as well as of every business man and politician, for all must unite to find some way the money needed for a vast expansion of railroad facilities can be secured. Though we are apparently only at the beginning of a period of great activity, and the country is not yet in the full swing of its highest tide of prosperity, traffic is running far beyond transportation facilities. How great the difficulties of transportation will be with a continuance of a few months longer of present activities it is difficult to estimate. The problem is one that will tax the best effort of the railroads and the heartiest co-operation of the people of the whole country. Not a day is to be lost in trying to find a remedy for this situation.

Almost over night there has come upon the country, silently and scarcely foreseen, even by the shrewdest financiers and business men, a marvellous change from inactivity to great activity. The steel works of the country are wholly unable to meet promptly the demand for steel products. Building operations are everywhere delayed by the inability of contractors to secure reinforcing bars for concrete construction and architectural work. Cement manufacturers, who since 1907 had a hard struggle to find trade, and what they found was generally at a loss, are now overwhelmed with business at advancing prices, and the only difficulty in the cement business is the fact that railroads can not begin to provide cars enough to handle the product.

Many of these letters emphasize the point that, notwithstanding the fact that this is a presidential year, business men are ignoring political problems and are attending strictly to business. Apparently political activities are having no effect whatever, as in former years, in retarding business or in preventing manufacturers from spending money to provide for enlarged facilities. Everywhere with rare exceptions, the demand for labor is reported as active. In some cases it is said that thousands of additional laborers could find immediate employment, while in others there is no scarcity reported of unskilled labor, but a great

scarcity of skilled mechanics. The facts presented in these letters from so many manufacturers, covering so wide a range of industries, are of more than national interest.

## STATEMENT OF TOTAL COST

Of Highway Work Being Done Under Bond Issue In Wise County, Including Retained Percentage Not Yet Paid To Contractors.

### GRADING, PIKE AND CONCRETE BRIDGES.

Big Stone Gap through West Norton to Dorton	45227.40
Lee County Line Big Stone Gap to Minton	33724.40
Appalachia to Norton	59977.91
Appalachia to Stonaga	
St. Appalachia to Lee County Line	
Appalachia to Imboden	63395.82
Coburn to St. Paul	72091.18
Wise through Coburn to Banner and Slabtown to River-view	62582.16
Wise to Cranes Nest	58983.24
Wise to Donkey	60427.25
Coburn to Cranes Nest	61125.52
Essersville to Starnes Bridge	16285.03
Starnes Bridge to Flat Gap	51424.44
MACADAM	
Lee County Line to East Stone Gap	152927.43
Wise to Glamorgan and from end of Norton Road through Wise	9991.31
Coburn to Banner	6354.99
End of Wise Road through Norton	836.20
Appalachia to Imboden	4683.28
BRIDGES	
Total expended on twenty-seven steel bridges	25668.82
Total Engineering Expenses	36475.17
GRAND TOTAL	689418.97

## Kidd-Dickinson Wedding.

A social event of interest here and in Southwest Virginia was the wedding of Miss Dixie Dickinson, of Hansonville, Va., to Mr. Carrol L. Kidd, of this city, which was solemnized Wednesday afternoon at one o'clock at the house of the bride's parents, Mr. and Mrs. James H. Dickinson, at Hansonville, Va.

Preceding the wedding ceremony Miss Nora Burus sweetly sang "Trusting Only Thee" and "Song of the Heart." The wedding march from Lohengrin was played by Miss Louise Dickinson and during the marital service which was performed by Dr. W. S. Neighbors, of Sullins College, "Meditation" was softly intoned.

Among the handsome wedding gifts received by the bride and groom was a chest of silver presented Mr. Kidd by his associates on the Governor's staff of Virginia.

Immediately after the wedding, Mr. and Mrs. Kidd left on an extended visit to Eastern cities.

The out-of-town guests were Mr. E. J. Kidd, of Portsmouth, Ohio, a brother of the groom; Mr. Walter Goss, Mrs. E. S. Finny, Mr. O. S. Burns and Miss Rachel Gilmer.—Bristol Herald Courier.

## Notice to Contractors.

Bids will be received by E. J. Prescott, Chairman of the Board of Supervisors of Wise county up to October 25, 1912, for the construction of a two room cottage at the County Poor Farm. For plans and specifications apply to E. J. Prescott, Big Stone Gap, Va.—adv.

## MEN WANTED.

50 MINERS wanted by Stonegap Colliery Company, Glamorgan, Va. Steady work. Highest price per ton paid in the district. Healthy camp. Excellent water. School and church facilities. Stonegap Colliery Co. J. S. CHEYNEY, Gen'l Supt.

## Engagement Announced.

Mr. and Mrs. J. W. Campbell, of Middleboro, announced last week the engagement of their daughter, Miss Grace Campbell, to Mr. G. B. Southward, of this place, the wedding to take place on November 27th. Miss Campbell is a popular young lady of Middleboro, while Mr. Southward is a prominent young engineer, being connected with the engineering department of the Stonega Coke & Coal Company at this place.

In speaking of the announcement the Middleboro News in its last issue says:

Mr. and Mrs. J. W. Campbell announce the wedding of their daughter, Miss Grace, to Mr. Glen Southward, of Big Stone Gap, Va. The wedding services will be simple and held at the Campbell home in Bonstead Grove at 4 o'clock on the afternoon of November 27th. The ceremony immediately following the ceremony the happy couple will take the L. & N. train for Big Stone Gap, where they will reside.

The bride is the youngest daughter of Mr. and Mrs. J. W. Campbell, old and honored residents of this city, and she will be greatly missed from the social circles of Middleboro in which she is a universal favorite.

The groom is a young man of sterling business qualities and splendid educational attainments. He is a graduate of the University of Ohio, and has held some responsible positions in the coal fields of Southwest Virginia. For a year he was with the Log Mountain Gas & Coke Company, at Chenoa, Ky., and during this time he made many friends in Middleboro. He recently accepted a position as division engineer with the Stonega Coke and Coal Company, with headquarters at Big Stone Gap. This young and popular couple have the congratulations and best wishes of a host of friends in this section.

## Miss Lloyd To Wed.

Miss Lillian Lloyd, of Big Stone Gap, Va., will wed Mr. Theyer, of New York, Thursday evening, October the twenty-fourth.

Miss Lloyd will be remembered by many friends in Bristol whom she made while at the head of the art department at Sullins College in 1910-11.

She is the only daughter of Dr. and Mrs. John J. Lloyd and is highly connected throughout Virginia, being a niece of Bishop Arthur Lloyd, and a near relative of Hubard, the English painter.

Mr. Theyer is a young artist residing in New York City and is meeting with much success in his profession.

The wedding will occur Thursday evening at seven o'clock in the Episcopal church at Big Stone Gap, Va.—Bristol Herald Courier.

## Piano Contest.

The following candidates have entered the contest for the Piano given away by S. A. Herton & Company and the Big Stone Gap Post, full particulars of which appears elsewhere in this issue, and at the counting of the votes Monday received the following:

BIG STONE GAP.	
Miss Blanch Kilbourn	1,900
Miss Corrie Gilman	8,925
Mrs. J. A. Morris	5,245
Miss Rosa Spores	19,170
Mrs. H. M. Edens	11,500
Miss Kittie Horton	4,900
Miss Virgie Masters	10,525
Miss Cleo Sward	7,987
Miss Ellen Wax	5,300
Miss Lizzie Horton	9,376
Miss Ora Clegg	7,706
Miss Alice Archer	9,275
Miss Bessie Palmer	5,200
Miss Ruth Jones	9,500
Miss Fannie Johnson	9,355
Mrs. T. E. Sturgill	8,500
Miss Cora Colvard	4,500
Miss Virgie Jones	8,100
Miss Ethel Herron	10,280
Miss Amanda Lambert	7,900
BIG STONE GAP—R. F. D. No. 1	
Miss Inogine Beaman	2,800
Miss Hattie Kaylor	3,180
Mrs. Will Hammons	7,640
Mrs. O. P. Mason	9,400
BIG STONE GAP—R. F. D. No. 2	
Miss Octavia Parsons	10,100
CADET.	
Mrs. B. L. Bowls	7,635
Mrs. W. M. Pippins	10,600
APALACHIA.	
Miss Myrtle Smith	10,100
IMBODEN.	
Miss Pearl Cowan	7,325
2 tickets of 100 votes each in box without any name, lost.	