The Big Stone Gap Post.

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Civic League

MAY-DAY CELEBRATION

May-day for 1913 passes with the memory of not only an ideal day for May-day fete, but a day that gave much pleasure to the Civic League members who saw the results of their work so successfully terminated, and to our citizens who found time to witness one of the prettiest and most entertaining May day fetes in our town's history.

The day's events opened with music by our home band and throughout the day many selections were played by the band, which added much to the pleasures of the day, and in passing one can not help from suggesting that our citizens rally to the financial support of our town band. With towns all around us supporting bands, we, the largest town in Wise County, the foremost in any public-spirited events, have been neglecful in the support financially of our band. What they can do if properly supported was demonstrated by the splendid music they rendered during May-day. While the Civic League would like to take steps to encourage our band financially, yet our citizens understand we are kept busy with "town beautiful" and "town healthful" work, which keeps our exchequer always empty. The money made May-day will be spent in "City Beautiful" work, and let us suggest the men look after our band. We are proud of it.

The crowning features of the day—the one the success of which depended so much on the work of the mothers and friends of the little children,—was the crowning of the May Queen. This event was ushered in by a beautiful floral parade consisting of the two divisions; little tots from one to five years of age, and from five to ten years of age. The carriages, carts and wagons of the children were so artistically decorated that it was with difficulty that the judges selected the winners in each division. Words cannot express the beauty of the pageant as the floral parade passed the Queen's throne, led by a maid scarcely three year old. The pageant led toward the north gate and countermarched, passing the throne and back to the waiting mothers at the south end of the grand stand, and then at the sound of the trumpet the May Queen and her coutiers approached from the east. This procession was led by the trumpeters on foot, followed by the queen's cart in which rode the Queen and the first maid of honor, drawn by a cream-colored, spirited, high strung horse. The cart was a bower of roses. Then came the pages, flower-girls, and Queen's Court, making up the parade. On arrival to the entrance to the throne the Queen and the first maid of honor descended from the cart and, treading over beds of roses scattered by the flower girls in her path, ascended the throne, and was crowned Queen of the May by the 1912 Queen, and the May dances by her court began around a beautiful May-pole.

Details of the May-Day Celebration.

The May-Day program started at 11 a. m. with a Basket-ball game between Big Stone Gap High School and Norton. Both teams worked hard, but Big Stone finally won out. Mr. John Goodloe, in an appropriate speech, presented the trophy a silver cup, to the winning team.

After a selection by the Southwest Virginia Band which put new impetus into everybody, the Juniors played ball. They made things interesting by lining-up Baptist against Methodist. Everyone pronounced it a good game of ball for boys. The Methodists won.

At 2:30 p. m. the floral parade formed and was viewed by the grand stand and judges. The entries were as follows:

Harry Kelly on tricycle, Tom Goodloe on bicycle; John Baker in pullcart; John Bullitt Chalkley as Cream of Wheat advertisement; Erskine Kelly in pink and white rose wheelbarrow; John Hill Goodloe as Little Lord Fauntleroy; Francis Sayers as Uncle Sam; Carl Stoehr, Jr., as George Washington; Robert Alsover, Jr., as a Turk; Otis Mooser, Jr., as a fairy prince; Jemima Willis with chrysanthemum carriage; Ruth Smith with miniature May Queen carriage; Julia K. McCorkle as a pink rose; Velma Bunn as a sweet pea; Alma Wells in Chrysanthemum cart; Margaret Wolfe in pink roses; Ruth Barron with ribbon cart; Truda Beaman in red ribbons; Hellen Moreland as the marechiel niel rose; Louise Nickels with pink rose cart; Louise and "Rinky" Pettit with doll's chariot; Kathryne Barrier with pink rose cart, Gilberta Knight as the doll rose; Helen Irvine with pink and white rose carriage; Margaret Baker in pink and white carnations; Caroline Goodloe and Evelyn Louise Alsover as the Suffragettes; Sarah Painter in cart of pink and white roses drawn by Peggie Pettit; Jane Peck in cart of pink and white roses drawn by Nita Goodloe; William Cabell and Kathryne Painter as Little Boy Blue and Little Bo-Peep.

The first prize in the class from one to five years was won by Louise Pettit; the second prize by Little Boy Blue and Little Bo-Peep. In the second class, from five to ten years, the first prize was won by Juliet K. McCorkle; the second by Louise Nickels. The judges were Messrs. C. C. Cochran, W. D. Roberts and Mrs. B. E Rhoads.

Last year's Queen, Louise Goodloe, headed the May Queens Court, which consisted of four pages, Otis Mouser, John Hill Goodloe, Lewis McCorkle and R. D. Baker, Jr. They were followed by four flower girls, Caroline Goodloe, "Rinky" Pettit, Polly Kelly and Evelyn Alsover. Carl Knight carried a white cushion decorated with ferns, for the new Queen to kneel on while being crowned. The Queen's Maid-of-Honor, Peggie Pettit, followed next. The herald then announced by trumpet the approach of our Queen, Bettie Reeder, who was glorious in pink and white gown and lace veil. After being crowned she ascended the throne, with her maids, Anna Bird, Nita Goodloe, and Agnes Baker. Her subjects, May-Pole girls, then paid her court, and passed on to the May-Pole dance This was a pretty feature of the day, and was enjoyed by everyone. The girls worked faithfully every afternoon for two weeks. They were drilled by Mrs. Nesbit, assisted by Miss Orr and Miss Dingess. The girls who took part were Adelaide Pettit, Hannah Alsover, Hellen McCorkle, Juliet Knight, Sophia Benedict, Mary Blair Martin, Bruce Skeen, Elsie Taylor, Lucile Martin, Louise Horseley, Edith Ballard, Frances Long, Bertha Mahaffy and Margaret Barron.

The program continued with a potato race by six boys: Victor Baker, Letcher Bunn, Edgar Bryant, Willie K. Lane, Truman Kennedy, and Robert Garrison. Letcher Bunn won the prize. A sack race was then pulled off by Edgar Bryant, L. A. Moreland, Victor Baker, Carl Baker, William Long and Letcher Bunn. Edgar Bryant won out.

The Automobile parade consisted of but three entries, Mr. W. H. Polly in a Buick car; G. N. Knight in a Ford; and Mrs. J. P. Wolfe in a Ford. The decorations were very tasty, showed forth much labor and were much admired. The judges decided that Mr. Knight should have the first prize, and Mr. Polly second.

The game of ball between the fats and the leans was participated in by the men of the town who contributed to the success of May-Day. The game was a treat and immensely enjoyed by all. The interest of all players ran high, inasmuch as we were well acquainted with them This feature added much to our celebration and we heartly thank the men who so bravely sacrificed their lives in a run under the hot sun. The fines imposed by the umpire, based on 1846 rules, have not yet been reported to the League. Umpire Bullitt, please take notice. This game is still being contested, inasmuch as the fats and the leans both kept score; the fats claiming 12-5 in their favor, and the leans 7 6 in their favor.

Our booths, not only were things of beauty but did profitable business with their different amusements. We want to thank Captain Taylor, Mr. Pat Barron, Mr. Collier and Mr. Seaton for so ably looking after our gates and grounds gratis. Our gross receipts amount to about $157.00. The treasurer's report will appear in next week's issue.

A HOME

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C. B. Ramsey, Agent

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Norton, - - Virginia

Opinion in The Lime-Rate Case

Corporation Commission Sustains Contention of the State.

Richmond, Va., May 30.—The State Corporation, Commission has handed down its opinion in the lime grinding rates. Some time ago the Norfolk and Western agreed to make a special low rate on agricultural lime for the benefit of the farmers of the State. Several other roads —the Chesapeake and Ohio, the Richmond Fredricksburg and Potomac and one or two others gave the same rates. These are very low, being about $1.00 per ton for a distance of 100 miles. When farmers in other parts of the State asked the other roads, which had by implication declared they would give the rates the roads demured and refused. Then the State Corporation Commission was asked to consider the case, and after a hearing lasting some time the matter was taken under advisement by the commission. Commissioner Wingfield the "farmer" member of the commission, was assigned the case and he wrote an elaborate opinion, sustaining the contention of the State and forcing the other roads to follow the example of the Norfolk and Western. The rates are given in a separate statement made up for the commission by the expert of the department, and the opinion deals with the subject of the effect of the lime on the soil, its many advantages, the demand for it by the farmers. The opinion denies the contention of the roads that the rates are confiscatory or unreasonable, gives some facts regarding the commodities hauled by the various roads and shows that the highest earnings of the roads are on the low-grade commodities—coal, lime, cement, ores and the like.

The opinion orders that the rates prescribed by the commission several months ago are fair and reasonable, that they are in line with the policy of the roads when a conference was held here and that they are beneficial to the elements which contributes so greatly to the support of the roads. It directs that the necessary order shall enter in the case. Commissioners Prentis and Wingfield concur in the opinion.

Demand Steady and Prices Good.

With the month of May rounding out it is seen that a good business condition pervails in the coal trade and that the orders in hand are not merely the result of belated April inquiries, as was stated by some people early in the month. Now it is seen that the unsettled conditions early in the year were due to purely temporary causes, to a state of mind, a personal reluctance quite as much as to circumstances arising from actual trade conditions. The way orders have since been coming in speaks well for the fundamental conditions of the trade for since about April tenth there has been little to complain of with regard to volume of business. In many directions May will establish a new tonnage record and even in those centers where trade is quiet the commentators on business conditions have to admit that this is only a seasonal le state of affairs.

Even in the Chicago market it is stated that prices are firmer and a point is made of the fact that there is not a great deal of coal above the ground. It is helped too by the strength of the eastern coals. If that is to be its guiding principle we may look for unusually strong conditions in the west this summer and fall. That does not mean that there will be no dullness whatever. The fact is that in years gone by the western market, and the Chicago market in particular, has been so demoralized in the summer that an unusually strong condition could there develop without constituting a boom basis by any means. No doubt out there, as in many other directions, the all the year 'round use of coal is developing. The power demands of modern times are so great and so continous that summer and winter have not nearly the same significance as they once had in the coal trade, and this fact naturally joins with car and labor shortages to strengthen the market of today.

The lake trade is playing its part as anticipated in disposing of coal tonnage. At last there if free and unobstructed navigation all along the great waterway leading to the northwest and the rapacious demands of the country so reached are such as to utilize all shipments in that direction. Much of the coal will not be used for months to come and for that reason some may say that the tonnage now sold is merely a moving forward of business that would be done later in any event, but while this is true to some degree the fact that the lake trade is now so large a factor early in the season tends to keep a certain tonnage of coal out of the markets near the mines and as a great force in producing commercial strength and ability. As is so generally known keeping demurrage coal off the market is in itself a splendid thing. Relieved of this incubus the minor difficulties can be rectified as a boat rights itself when relieved of an unweildly deck load.

On a seaboard a spirit of contentment prevails in the soft coal trade for there is a cheerful feeling and high prices abroad to supplement the bettering situation in the interior. There is but little present result of prospective tariff revision. Although many manufacturers are apprehensive they have not yet cut down on the coal purchasers. Railroad and steamship orders are heavy and the export trade is a growing factor. While we may put its per centage at a low figure it takes up a certain quantity of good coal. That puts the producers thereof in a stronger position, the shippers of the lower grades feel the effect and so better conditions prevail all along the line. More than a little trade philosophy is to be heard this spring as one goes out among the coal people and it is evident that the favorable conditions that it is now our pleasure to record have not been altogether due to an out working of national laws—even though they play a large part in the coal trade. It would appear indeed that the trade has reached years of discretion and that some fundamentals are at last receiving the attention due them. The bituminous people apparently owe no small debt of gratitude to the anthracite producers for showing that a price list that means something is a possibility in the coal trade and another fact that is having a bearing on modern developments is that the use of coal is not enhanced by a low price, that is to say, a price reduced within the range of commercial possibilities. The taking off of ten cents from the price may destroy all the seller's profit and yet it will not increase the use of fuel nor, in many cases, be an incentive for early purchasers of steam coal requirements. These and other points of like import are prompting shippers to scan the market with a critical eye and bid their time. In the hard coal trade the scarcity or uneveness of supply of certain sizes, gives point to comment as to trade conditions. Since this circumstance has been noticed dealers have been all the more anxious to secure tonnage and as a result the month was not half gone before one large interest announced that it was sold up for May, and others have since followed suit. The probability that one company, shipping to the eastward will have almost as scanty supply as it did last year is something to attract the notice of New England dealers, for in addition to previous developments it means practically that two important shippers are out of a market in which they once figured so largely. While New England buyers have been loud in voicing complaints as to price of anthracite to say nought of quality complaints, it is interesting to note that the coal withdrawn goes to market that pay a better price. Future experience may illustrate the folly of complaints heretofore made.

With demand on its present basis production is naturally going ahead actively. Through the region reports tell of full time work except when there is some little strike or walkout and as such delays take the place, largely, of old time shut downs while waiting for orders the actual loss of time is not great and there is a good chance to establish some tonnage records this year, even though nineteen and twelve did so much in this line. As in soft coal, the lake outlet is being utilized to the fullest extent and from all accounts the demand in that quarter is such as to eliminate all possibility of eastern markets being overloaded and as usual the northeastern shipments will act as a trade safety-valve, taking care of all surplus. Meanwhile the demand from all dealers hereabouts as to any dull period. The idea prevails widely that wheather conditions next winter will not be so mild as they were last season and this development will add that additional per centage of business which means so much to an industry restricted as the hard coal trade is. With this in mind prudent buyers are protecting their interests and that accounts in a large measure for the favorable tonnage movement of the day.—Coal Trade Journal.

A corps of engineers headed by Chief Crawford, of Big Stone Gap, arrived in the city Saturday, having tied up the line of our new pike road which leads from Coeburn to Norton. Supervisor J. L. Addington informs us that grading will start at once on the new road in Riverview and the bids will also be let at once for the big steel bridge which will span Guest river in Riverview. The new road will be open for traffic some time this fall.—Coeburn Journal.

Base Ball.

The Big Stone Gap ball team was defeated Saturday afternoon by the Stonega boys on the latter's grounds at Preacher, in the closest game that has been played this year by the Coal Fields League, the score being 2 to 0.

Stonega made their first run in the third on a single and two-base hit. In the fifth with two out Taylor doubled to center. Davis popped up just behind second and Crouse, Wampler and Potter done the Alphonzo and Gaston act, letting the ball drop between them, Taylor scoring. Big Stone Gap had men on second and third twice, but a timely hit was lacking, and they failed to score.

The features of the game were Swain and Baker's excellent pitching and Potter's catch of Coldiron's line drive.

The Roda Brass Band furnished music for the occasion, and a great crowd of visitors were out to see the game.

Stonega is scheduled to play at Wise next Saturday and Norton at Big Stone Gap.

Following is the score in Saturday's game:

STONEGA

	AB	R	H	PO	A	E
Taylor, rf	4	1	1	0	0	0
Coldiron, cf	4	0	0	1	0	0
Davis, ss	4	0	2	1	2	1
Ed Tate, 1b	4	0	0	11	1	0
Straley Tate, 2b	3	0	0	1	2	0
Wells, lf	3	0	1	0	0	0
Hollenbeck, 3b	2	0	0	3	3	1
Vernoy Tate, c	3	1	1	10	1	1
Swain, p	3	0	0	0	4	0
	29	2	5	27	13	3

BIG STONE GAP

	AB	R	H	PO	A	E
Potter, cf	3	0	0	2	0	0
F. Gilly, 3b	4	0	2	1	0	1
Hall, rf & ss	3	0	0	1	1	0
Wampler, 2b	3	0	0	0	0	0
Skeen, 1b	2	0	0	6	0	0
Crouse, ss	2	0	0	1	1	0
Banks, lf	3	0	0	4	0	0
Baker, p	3	0	0	1	2	0
McCorkle, c	2	0	0	7	0	0
Parrish, rf	1	0	0	1	0	0
* Kelly	1	0	1	0	0	0
	27	0	3	24	4	1

* Bats for Parrish in the ninth inning.

Innings	1	2	3	4	5	6	7	8	9	R	H	E
B. S. G.	0	0	0	0	0	0	0	0	0	0	3	1
Stonega	0	0	1	0	1	0	0	0	x	2	5	2

Earned runs—Stonega, 2.
2 base hits—Gilly, Davis, Taylor.
Bases on balls—off Swain, 3; Baker, 1.
Hit by pitched ball—by Baker, 1.
Struck out—by Swain, 7; Baker, 5.
Left on bases—B. S. G., 6; Stonega, 6.
Stolen bases—Potter, 1; S. Tate, 1.
Umpires—R. E. Taggart and Lindsey Horton.
Time—1 hour and 50 minutes.

Wise vs. Norton at Norton,

WISE

	AB	R	H	PO	A	E
McCall, 3b & p	7	4	5	1	1	0
Green, 2b	7	4	4	1	1	1
Lipps, lf	7	3	2	1	0	0
Giltner, cf	6	4	2	1	0	1
Richmond, ss	6	0	4	1	1	1
Kiser, 1b	6	1	2	7	0	0
Dotson, rf	6	1	2	0	0	0
Romans, c	6	2	0	14	1	0
Fulton, p & 3b	6	2	0	0	4	0
	57	21	21	27	8	3

NORTON

	AB	R	H	PO	A	E
McCall, 2b	4	0	0	5	3	3
L. Meador, lf	4	0	0	2	0	1
C. Meador, c	4	0	2	3	5	4
McPhail, ss	4	0	0	3	2	3
Suthers, 1b	3	0	1	7	0	2
Walken, 3b	3	0	0	3	1	2
Price, rf	3	0	0	1	0	0
Ratliff, cf	3	0	0	1	0	0
Adams, p	0	0	0	2	1	0
	28	0	3	27	12	15

Two base hits—Green, 2; Giltner.
Three base hits—McCall, Giltner.
Stolen bases—McCall, 3; Lipps, 1; Giltner, 2; Dotson, 1; Romans, 1; Fulton, 1; Adams, 1.
Bases on balls—off Fulton, 1.
Struck out—by Fulton, 6; by McCall, 6; by Adams, 2.
Hits—off Fulton, 1 in 6 innings; off McCall, 3 in 3 innings.
Umpires—Roberts and Heatherman.

Standing of the Coal Fields League

	Won	Lost	Pc.
Stonega	3	0	1000
Wise	2	1	667
Big Stone Gap	1	2	333
Norton	0	3	000

Clerk W. B. Hamilton went to Big Stone Gap Monday, where he and chairman Prescott, of the Board of Supervisors, signed the Gladeville and Richmond district road bonds. Treasurer Wohlford was then dispatched to Cincinnati to get the money. That means that the work will begin pretty soon.—Wise Virginian.

No place like Big Stone Gap to spend the hot summer months. Tell your distant friends about it.