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510 Million Tons

Of Coal Mined in United States in 1914.

Notwithstanding the slough of despond through which the coal-mining industry of the United States was compelled to work its way during the last nine months of 1914, a decidedly hopeful tone prevailed at the end of the year, and the opinion generally expressed to Edwards W. Parker, statistician of the United States Geological Survey, was that the receding tide had reached its full ebb, and optimism was apparent regarding the coming year. According to Mr. Parker's estimate, which is based upon numerous estimates received from leading coal-mine operators and others familiar with the industry, the total coal production of the United States in 1914 was about 510,000,000 short tons, a decrease of about 60,000,000 tons compared with the record output of 1913. Practically all of this decrease was in the output of the bituminous mines. The production of Pennsylvania anthracite in 1914 was not materially different from that of the preceding year, which was 81,718,680 long tons. In 1914, however, about 1,000,000 tons (principally nut and steam sizes) went into storage, so that the quantity sent to market was about 1,000,000 tons less than in 1913.

The principal decreases in the production of bituminous coal were in the coking districts. It is estimated that in Pennsylvania alone the production of bituminous coal decreased between 20,000,000 and 25,000,000 tons and that the larger part of this decrease was in Fayette and Westmoreland counties, which constitute the Connellsville and Lower Connellsville coking districts. The weekly reports of coke production published in the Connellsville Courier indicate that the output of coke in the two Connellsville districts was less than that of 1913 by about 6,000,000 tons, or 30 per cent, and as each ton of coke represents about 1 1/2 tons of coal, a decrease of nearly 10,000,000 tons in the coal output is indicated in these districts alone. The proportionate decrease in the other coking districts was even greater and was particularly noticeable in Alabama. In West Virginia coke-making has become yearly of relatively less importance, and although coal production in some of the older districts showed substantial losses, new mines have been opened and these have in part made up the decrease in production in the older districts. Moreover, West Virginia mines that ship to the Western States have been called upon to make up the shortage in those States caused by the prolonged strike in the eastern Ohio districts, and the section of West Virginia thus affected showed an increased production over 1913.

Among the Eastern States Ohio showed the largest proportion of decrease, for in addition to the depressed condition of business the labor controversies in the eastern part of the State kept a number of mines idle for practically the entire year. The output of the State for 1914 is estimated at barely 6 per cent of the output in 1913.

The production in the Mississippi Valley States is estimated to have decreased about 10 per cent, and the estimated decrease

in the Rocky Mountain States is between 5 and 10 per cent.

On the Pacific coast the constantly extending use of California petroleum for fuel is the principal factor of influence in the coal industry, although the depression in the lumber trade in Washington had also a reflected adverse influence on coal production, which is estimated to have been about 20 per cent less than in 1913.

The opinion is generally expressed that the chief effect of the war in Europe upon the coal trade of the United States was to retard or prevent the return to more normal conditions which was about to be accomplished when the war broke out. The first three months of 1914 were of unusual activity, the high rate of production of the preceding year having been carried over into the first quarter of 1914 and the weather in January and February having stimulated the demand to some extent. Then came the slump in the iron trade, general depression in business, shut-down of distilleries throughout the coal-mining regions which has rarely been exceeded. The demand, production, and prices were all at so low an ebb when the war broke out that it is not believed to have had any direct influence on the coal trade. The quantity of coal exported from the United States, if compared with the total production, can not be considered very large, and so far the greater part of it goes to Canada, which has taken about the same amount in 1914 as in preceding years.

As usual in times of depression and of decreased production, there was a plentiful supply of labor throughout the bituminous coal-mining region during the entire year, and for the same reasons there was no complaint of inadequate transportation facilities.

Another Honor to Virginia.

Senator Swanson was last Monday designated as Acting Speaker pro tem of the Senate until the return of the Vice President and Speaker pro tem of the Senate, Senator Clarke, of Arkansas. Senator Swanson will thus preside over the Senate from December 21st until about the 5th of January.

This is quite an honor and shows the high esteem in which Senator Swanson is held by the members of the Senate. Senator Swanson has been designated repeatedly to preside over the deliberations of the Senate in the absence of the Vice President, and especially when important measures were pending and parliamentary knowledge and skill were required to handle the business before the Senate. Senator Swanson is one of the best presiding officers in the Senate, and is very popular with all of his colleagues. He has received many encomiums upon the ability which he displays in presiding over the deliberations of the body.—Alexandria Gazette.

Abandon Guns and Play Football Games.

Berlin, January 7.—German authorities have issued a general order prohibiting troops in the field from fraternizing with forces of the enemy as they did at several points in the west at Christmas.

To such an extent was this fraternizing carried out that at one place, where the Germans and British played football Christmas day, they agreed to suspend hostilities for two days more.

36,000 Miles of Roads in 10 Years

Remarkable Record Reported in Yearbook of American Highway Association

That remarkable progress has been made in the building of good roads throughout the United States during the past few years is proven by data recently obtained by the American Highway Association, and soon to be published in the official Good Roads Yearbook for 1915.

It has been found that more than 34,000 miles of surfaced roads have been constructed during 1913 and 1914, and that during the ten-year period, from 1904 to 1914, more than 36,000 miles have been completed. That this progress has been really amazing may be understood from the fact that in 1903 there were only 154,000 miles of surfaced roads of all types in the United States. That the movement is obtaining momentum as it goes is proven by the fact that while the average mileage constructed per annum during the past ten years is 3,600 miles, the total completed for 1914 exceeded 18,000 miles.

The report will show that something like 30,000 miles of highway have been completed with the aid of State funds, of which over \$200,000,000 have been expended. The State aid movement began in 1892, and has therefore continued for twenty-two years. Only recently has it gotten well under way, as the results accomplished for 1913 and 1914 comprise a total of 20,000 miles of State-aid highways completed, or in two years' time one-third of the entire mileage construction with the aid of State funds has been completed.

Only six States now, out of a total of forty-eight, are without State highway departments, and thirty States have granted actual money aid to the building of roads. The Yearbook, which is the official reference publication for all good roads information, is a large cloth-bound volume issued early in each calendar year by the American Highway Association.

Farm Boys

Do You Want To Go To War?

Want to go to war? Of course you do if you are any thing like the average enthusiastic American lad. How many times have you day-dreamed and night dreamed, too, for that matter, about leading a gallant company to victory. In your fancy you can hear the roar of the shells and the rattle and clatter of the swords, the shouts of victory, and all that sort of thing, but—

If you want a real true-to-life illustration of what modern warfare is, just get up about 4 o'clock some cold, damp, foggy morning, walk ten or twelve miles to a bit of swampy land, dig a trench until your back aches like an incised tooth; let the trench fill with water until it reaches your waist. Then stand in this cold, almost freezing water all day and all night with nothing to eat and nothing to drink but the murky water while the rest of the boys throw stones at you.

Doesn't sound so nice and glorious does it?

But that's only about one-tenth as bad as REAL war would be.

Better stick to the farm, eh? —Exchange.

Old newspapers for sale at this office at 20 cents a hundred.

N. & W. Improvements.

Roanoke, Va., Jan. 8th.—A statement of improvements along the line of the Norfolk and Western for the year 1914 shows an outlay for double tracking, enlargement of shops and electrification of section between Vivian and Bluefield at an approximate total estimate of \$7,000,000. Some of the work was begun in 1913 and will not receive the finishing touches until some time in 1915. The following tells of the immense amount of improvements made by the Norfolk and Western Railroad during the past year involving an expenditure of an aggregate of over \$7,000,000. Some of the work was in progress in 1913 and completed in 1914, and some is yet under way to be completed in 1915. The \$7,000,000 is exclusive of that expended for double tracking.

The main line of the Norfolk and Western Railway Company, from Lambert's Point, Va., to Columbus, O., is 687 miles long. In this territory there is now in operation 512 miles of second track and 90 miles of low grade branch lines operated as second track, leaving 75 miles of single track main line between the terminals mentioned. The approximate cost of the second track work is \$30,000,000 to complete second track will require an additional expenditure of \$7,300,000.

In connection with the preparation of plans for second track, the following points were given consideration in the study: reducing the curvature, reducing the rates of grades and making them more uniform, raising the roadbed above high water marks, increasing the capacity of bridges on account of the use of heavier equipment, the use of heavy rail and stone ballast to support increased wheel loads and building more substantial masonry structures. To accomplish these results required the construction of many additional bridges and tunnels in the mountain districts as well as very heavy cutting and filling at all points. For example, there have been constructed in connection with the second track work through portions of Virginia and West Virginia twenty-one double track tunnels, total length 17,131 feet, three single track tunnels alongside of existing tunnels, having a total length of 2,021 feet, and eight single track tunnels on low grade branches used as second track, having a total length of 14,649 feet. All these tunnels are lined with high class masonry. On the section of road yet to be double tracked there are seven tunnels to construct.

Additional bridges were required in about the same proportion as tunnels. Notable among the expensive bridges recently double tracked may be mentioned the Farmville High Bridge, 2,400 feet long, costing \$373,000; Kenova bridge and approaches over the Ohio River, four thousand feet long, costing \$1,300,000; two bridges over the Scioto River in Ohio, aggregating 3,600 feet long, costing 696,000.

The railway company has installed for the safety and facility of operation, automatic electric signals, one mile apart, and has provided modern water and coaling stations to supply

its motive power in all districts.

Modern passenger stations of brick and stone have been built at the larger towns and cities.

The use of electricity, having been successfully introduced for motive power in connection with the operation of steam railroads in many parts of the United States, caused special studies to be made by the management for its application to handling the eastbound coal traffic between Vivian and Bluefield, a distance of about thirty miles, on which territory is located the heavy Elkhorn grade. To furnish the current to operate this system a modern steam turbine electric generating plant has been erected at Bluestone Junction, West Virginia; also a building for inspecting and repairing electric locomotives. This electrification district will be placed in operation in the early part of 1915, the entire installation costing \$3,300,000.

THEATRICAL

Two packed houses greeted Richards and Ward at the Aurora last Friday and Saturday nights, and the applause for their fine work and their performance was enjoyed by the entire audience each night. Richards, most ably assisted by Miss Crystal Williams, certainly stands in a class by himself, scoring high above the rest of others following his profession. Manager Taylor has only put on a very few of the legitimate stage attractions this season, but has proven conclusively by what he has put on, that when he advertises a show to be a good one his patrons can rest assured that they are going to have a show put on which they will never regret having spent their money to see. It is the aim of the management in every case to pick the best and leave the rest, and he certainly succeeded beyond all expectations when he picked Mr. Richards and his support for the attraction this week. The motion pictures will not be reduced in quality one bit, however, and the program at the Aurora for this week bids fair to be the most interesting of this season's productions so far shown, and it is expected that the theatre goes will not quit going the balance of this week but that they will at least attend in such numbers as to give the management the necessary encouragement to put on pictures, as he has in the past, which will be complemented by the theatrical public as the best they have seen anywhere in their town.

Childrens' Winter Ills.

Literature on Scarlet Fever, Whooping Cough and Measles Now Ready.

Richmond, Va., January 8.—For the information of parents who anticipate the speedy seasonal appearance of scarlet fever and whooping cough, the State Board of Health today announced that its free literature on the prevention of these diseases is now ready for distribution and can be had free upon request by all who write for it. Literature on measles, the familiar disease which will appear during the early spring months, will also be sent those who desire it.

Fatal Shooting at Pattonville.

Gate City, Va., Jan. 6.—Kenneth Flanary, aged thirteen, has been lodged in jail here, charged with shooting and killing his uncle, Elbert Grubb, aged eighteen.

The killing occurred yesterday at Flanary's home, near Pattonville. Flanary ordered Grubb not to enter the house, but Grubb thought he was joking and started in, when Flanary fired. Flanary does not seem depressed.

The value of Virginia farm property has gained 93 per cent. during the past ten years and is increasing at the rate of \$85,000 per day.

Radford Normal Notes.

The second quarter opened January 4th. The class work was resumed on the morning of the 5th with practically every girl in the class. The new students have been classified and the work already moves in the usual way.

Dr. E. A. Schubert, of the Publicity Department of the N. & W. Railway, gave an illustrated lecture in the auditorium on "Virginia—her Resources and Opportunities" Friday night. This lecture is intended to show the resources and possibilities of Virginia and the opportunities before young people in the country and villages of the State.

Rev. K. H. Basmajian, an Armenian lecturer, gave a strong address Tuesday night before the students and faculty on "Armenia."

Prof. W. R. Bowers, of Rural Retreat, president of the Ninth Congressional District Teachers' Association, and Prof. D. E. McGuilkin, of Roanoke, President of the Sixth Congressional District Teachers' Association, spent Saturday at the Normal School in conference with Dr. J. P. McConnell in regard to a program for the joint educational conference to be held at the Normal school about the first of March. The program will soon be ready for publication.

Hon. R. C. Stearnes, State Superintendent of Public Instruction, Prof. F. B. Fitzpatrick, of Bristol, and Dr. J. S. Miller, of Emory and Henry College, visited the Normal school on Saturday afternoon.

One of the most popular departments of the Normal school is that of Domestic Science. Many of the students taking the regular courses take some course in Domestic Science as their elective. The demand for teachers of Domestic Science in the public schools is constantly increasing in this part of the State.

Dr. J. P. McConnell delivered the annual address before the Civic Club of Emory and Henry College Friday night, his subject being "Training for Leadership in New Forms of Social Service."

Prof. J. E. Avant delivered an address in the Presbyterian church at Dublin last Sunday. Prof. W. E. Gilbert delivered several addresses in the extreme Southwest counties during Christmas vacation week.

Bell-Gilliam.

A wedding of much interest to the people of this section took place at Farmville, Va., on last Wednesday, January 5th, at 2:30 p. m., when Dr. J. C. Bell, of Roda, Va., was married to Miss Meda Gilliam, of that place.

The wedding was celebrated at the home of the bride which was profusely decorated for the occasion. Only a few immediate relatives of the contracting parties were present. Ed Tate, of Osaka, a special friend of the groom, acted as best man.

The bride is the attractive daughter of Mr. and Mrs. John Gilliam, of Farmville, and has a large circle of friends in Big Stone Gap and other Southwest Virginia towns. She recently taught two successful terms of school at Osaka. She is a graduate of the State Normal School at Farmville.

The groom is a native of North Carolina, but came to this section about five years ago, where he has served most successfully as physician for the Stonega Coke and Coal Company.

Dr. and Mrs. Bell arrived at Roda last Friday, where they will make their future home.

A glance at the map should show the Mexicans that there is abundant territory in which to conduct their skirmishes without pressing too closely on the United States border.