The Big Stone Gap Post.

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Ironton to Knoxville Highway

[illegible] more than a year good [illegible] from Rogersville, [illegible] county, Tennessee, and [illegible] and Wise counties, Virginia, [illegible] been working to get into [illegible] a trunk line highway. [illegible] Southwest Virginia points [illegible] Knoxville, and the line they [illegible] mapped would put Big [illegible] and Appalachia closer [illegible] Knoxville, by this highway, [illegible] Bristol by railway.

[illegible] long ago good roads work[illegible] Letcher county, Kentucky, [illegible] are located the main [illegible] operations of the Con[illegible] Coal Company, and [illegible] large coal companies, came [illegible] Virginia, asking that [illegible] road from Pound, Virginia, [illegible] approved to connect with a [illegible] from Jenkins, Ky., only a [illegible] of this link on either [illegible] the state line being un[illegible]. This ungraded link [illegible] Jenkins to the state line [illegible] been surveyed, we under[illegible] while the improvement of [illegible] on either side of the [illegible] are practically certain [illegible] improved at soon as funds [illegible] available. It seems that [illegible] link from Jonesville, Va., [illegible] Virginia-Tennessee state [illegible] claimed to be improved, [illegible] Hancock county, Tenn., [illegible] third mile are [illegible] federal aid, and Hawkins county has already spent a considerable sum in grading [illegible] from the Hawkins [illegible] line to Rogersville. Cars [illegible] going over this road [illegible] ungraded stretch only [illegible] however, at the Ten[illegible] Virginia line make it [illegible] rough. Of course, it [illegible] to have, eventually, a [illegible] road from Ohio to Knox[illegible] and Asheville.

To go back a little it seems [illegible] the highway was originally [illegible] as a Virginia-Tennessee [illegible] from the Southwest [illegible] coal cities to Rogers[illegible]. It was suggested [illegible] connection be made with [illegible]. Rice, it occurred to the [illegible] to extend it to the [illegible] where it would easily [illegible] the great good roads [illegible] Ohio and thus auto[illegible] extend itself to Cin[illegible], Cleveland, Toledo, De[illegible] and Cincinnati. The line [illegible] would probably run from Jeffer[illegible] to Pikeville, Prestonsburg, [illegible] and Louisa.

At a conference held July 22 [illegible] the promoters of the highway [illegible] Big Stone Gap, Virginia, at [illegible] were present, Thomas J. [illegible], chairman of the highway, [illegible] M. V. Koger, of Rogersville, [illegible] W. Chalkley and R. K. [illegible], of Big Stone Gap, [illegible] Allen and F. B. Kline, of [illegible], and the publisher of the Appalachian Trade Journal. It [illegible] decided to add a branch at Catlettsburg, going to Huntington, thus giving it an eastern [illegible] and add a branch from Lake Spring to Morristown, and [illegible], Tenn., and Asheville, N. C., giving it a southeastern terminus. At the present time, [illegible] far as we know, there is no [illegible] trunk highway running north and south between Cincinnati, from which the Dixie runs south to Knoxville and Washington, from which run several [illegible] southern points.

The highway is thus strategically located at just about the right distance between Cincinnati and Washington to afford a convenient north and south tourist and traffic trunk line, and the Big Sandy has carved a natural route for a great part of the highway, while convenient gaps allow it to go through the Appalachians into Virginia, Tennessee and North Carolina.

This highway traverses a wonderful country, rich in natural resources, with an immense development already but just in its infancy.

The highway would have a strong appeal to the tourist, for it was in Big Stone Gap that John Fox, Jr., made his mountain characters, known and loved throughout the nation, and this highway would traverse the heart of the region in which the scenes of his books are laid.

Literally thousands of tourists in the north and west are waiting to drive south, over comfortable roads, especially in the fall to Florida, East Tennessee, Asheville and, of course, will return in the spring, while thousands of tourists in the south wait to go north in the summer so that when open this highway will be traversed by thousands of tourists at all seasons of the year, as well as affording good roads for people and communities along the line which in itself will be of the inestimable value and well worth the effort necessary to get it if no tourist traffic were considered.

In addition to being of great importance and value for purely inter-community local traffic it would allow trade to flow east to the north, this section being at present hatched up especially Southwestern Virginia and Southeastern Kentucky counties, so that they cannot get north unless they go west to Cumberland Gap or east to Bluefield and even then they have rough riding getting out to the north.

The highway nearly has not yet been named, but is getting old enough to have one. Mr. Roger thinks it should be called the Pine Trail, this notwithstanding the nation-wide favor of the prestige of the name of John Fox, Jr., but the publisher of this journal thinks that the full name of the road should be simply "The Lonesome Pine Trail."

One of the great values to a named highway is that distance in the nation-wide advertising given the road through the Blue Books, other guide books and touring maps, auto magazine and newspaper publicity. Usually a tourist coming south wants to come over a noted highway or, while he may know nothing or little about a certain place on it, he is just as sure to learn considerable about each place while auto-ing this road and going over it.

Another conference is planned to be held soon on the Ohio river, we suppose Huntington, in order to get representatives from Jenkins north to and including Catlettsburg, Ashland, Ironton and Huntington interested, which conference may be held soon.

It is planned at the conference to organize permanently, name and name the highway, or to arrange for another general meeting for that purpose. In the meantime, everybody interested in the project should boost and push it.—Appalachian Trade Journal.

Tate Convicted

Sentenced to Three Years in the Penitentiary for Manslaughter.

Wise, Va., Aug. 18.—S. B. Tate, of East Stone Gap, was convicted of voluntary manslaughter and sentenced to three years in the state penitentiary. He was tried upon the charge of having assisted in the lynching of the negro, J. H. Hurst, who confessed to raping an aged white woman near Kent Kent Junction some months ago. The verdict places all the members of this mob in jeopardy, as they were said to have been unmasked and easily recognized. Other prosecutions will doubtless follow as it was a rather large mob that lynched the negro.

If wood alcohol produces blindness it would seem that a lot of people prefer not to see the light.

Engineer McCormick Killed

And Fireman Showalters Injured in Big Wreck on Southern Railroad.

Engineer T. P. McCormick, of Appalachia, was instantly killed and his fireman, Charles Showalters, of Kingsport, was painfully injured in one of the most disastrous freight wrecks that have occurred on the Southern Railway for several years, when they lost control of their train which consisted of twenty steel hoppers loaded with coal attached to a 107 ton mallet engine, left the track at Exeter crossing about one mile above Imboden Sunday morning at 4:15 o'clock. All but five of the cars jumped the track with the engine piling on top of each other in a twisted mass of ruins. Engineer McCormick's body was found pinned underneath the engine and it took workmen about seven hours to remove it. While the body was not mangled, indications were that death was instant. He was mashed internally and also scalded by steam.

The wreck occurred on what is probably the sharpest decline of any grade on this division. Shortly after leaving the top of the mountain the crew lost control of their train, the air brakes failing to work and the train gathered more speed as it descended the grade. Fireman Showalters left the engine to help set the hand brakes and was four cars from the engine when the wreck occurred. He was found pinned tightly between two cars and it was only with difficulty that he was extricated. He suffered several bruises about his body and legs but it is thought his injuries will not result fatal.

Runners soon say that McCormick was one of the most reliable and popular engineers on the Southern Railroad and the fact that he remained at his post, doing everything possible to check the speed of his train was what they expected he would do. McCormick was a married man and lived with his family at Appalachia, being survived by a wife and four small children. He had been employed by the Southern for more than twenty years and had been handling an engine for fifteen years.

Fireman Showalters was taken to the hospital at Stonega for treatment. He is a brother of our townsman, C. C. Showalters.

Program

Wise County Medical Society, Hotel Norton Assembly Hall, Sixth Floor.

Wednesday, August 24th

Meeting Called at 2:30 p. m. Sharp.

Dr. D. M. McSee, Stonega — Report of an Interesting Case—Discussion Papers.

Dr. J. J. Tucker, Keokee — Treatment of Erysipelas.

Dr. L. D. Wilson, Roanoke — Some Phases of Pelvic Disease—With Report of Illustrative Cases.

Dr. W. H. S. Cale, Bluefield — Cholecystectomy Increasing Often the Operation of Choice in Dealing with Gallbladder Diseases.

Dr. Brumfield — Public Health Work.

Epworth League.

On last Sunday evening, with Mr. King as leader, a very enjoyable service was held by the Epworth League. The subject for the evening was the first four commandments of the Bible. Misses Minnie Bostwick, Alice Bruce, Eliza Shugart and Juliet Knight gave talks on these. A duet was sung by Mesdames W. H. Wren and I. C. Taylor.

Mr. Jerome, a representative of the Epworth League of Holston Conference, from Knoxville, made a very interesting address to the league on "Why I am a Leaguer." There were thirty-five leaguers and thirty-seven visitors present.

Federal Aid

For Road Construction in Virginia An Uncertain Proposition.

Richmond, Va., Aug. 20.—No Federal Aid for 1922 for state highway construction in Virginia or any other state is the serious prospect which is facing road builders in this state, according to officials of the Virginia Good Roads Association who have been keeping in close touch with road legislation now before Congress. How serious this would be to Virginia, may be gathered from the fact that she heretofore expected aid from the federal government amounting to $2,000,000, which is the amount Virginia received this year, representing two-fifths of the total amount available for new construction of state highways in Virginia, provided the General Assembly only authorized the present source of revenue. The state funds for new construction on the present financial basis for 1922 will amount to only $3,500,000 including the valuation of convict labor. In the face of a big reduction in the price of labor and material for road construction Virginia will have only about one-half of the limited funds available for this year and less than one-third of the amount which West Virginia, Maryland and North Carolina have already made available for road construction for 1922, unless Congress can be persuaded to continue federal aid and the General Assembly can materially increase the amount of road funds available for new construction of state highways.

That the fears of the good road advocates are not the idiosyncrasies of Congress in regard to federal aid is well grounded, requiring the active work through their congressmen and Senators on the part of every person interested in the cause as evidenced by the apparently irreconcilable differences between the Senate and the House as to the form of administration of federal aid. The Senate is insisting on the Townsend bill which provides for a commission of three while the House is equally insistent on the Dowell bill which provides in the main for the continuation of the office of public roads in the U. S. Department of Agriculture. The Townsend bill is also insistent on the expenditure of federal aid on highways of interstate importance. The differences between the two Houses of Congress is being maintained as far as possible by three groups in both Houses. One of these groups is composed of Senators and Representatives from the thickly populated states such as New York and Pennsylvania, who are opposed to federal aid of any kind on the grounds that their constituents pay the larger proportion of the taxes used to build highways in the south and other sections. Another group which takes in the majority of the supporters of the Townsend bill asserts that federal aid in the past has been wasted as far as the federal government is concerned, in being expended on short stretches of state highways which begin nowhere and end nowhere. Unless a bill can be passed which will insure the expenditure of federal funds on highways on interstate importance they are opposed to federal aid of any kind. Still another group taking the figures of the secretary of agriculture only as to the amount of federal aid which has not been actually checked out, assert that there is a big sum of federal aid previously granted which has not been expended, and that the states can be given a year or two to take up the funds. This group has in mind that failure on the part of the Congress to appropriate $100,000,000 annually for federal aid will help to keep down the total amount of federal appropriations.

That failure on the part of Congress to continue federal aid which expired on June 30th of this year, would be little short of a calamity, is recognized by good roads authorities generally. States all over the Union are just beginning to attain their full stride in road construction following the inauguration of the numerous state bond issues. The Federal Government has had its hand with the need of the federal government, states, counties and other political units to carry forward a well ordered development for the purpose of giving employment to labor. Such a department as Commerce is urging cities to go ahead with local improvements to provide employment and contracts for labor, up to date, in Labor Unfortunately, Congress seemed to be in no mood to act favorably on the part General Assembly and Congress for additional funds for road and highway construction.

Jessee-Head Marriage.

The announcement made last week of the marriage of Miss Lillian B. Head to Mr. Chester Jessee came as a great surprise to their many friends. The happy couple left on Aug. 10th, the day of the marriage, ostensibly for a short visit to Bristol, Tenn., but their purpose in going was to be married quietly, but soon everything went wrong and it was getting late in the afternoon and they were afraid they would not be able to reach their homes in the Gap before dark and their friends might suspect their marriage, so they were married in Castlewood by Rev. J. Taylor without a separate ceremony at his home. After their marriage it developed that Rev. Stinson was a cousin of the groom whom he didn't know. After the marriage they returned to their homes in the Gap and kept their happy secret so well that not even their parents suspected it.

Mrs. Jessee is the second daughter of Mr. and Mrs. Will Arch Head, of the Gap, and is a very cultured as well as attractive young lady, having attended school at Stonewall Jackson College in Abingdon and the University of Cincinnati and having studied music in the Conservatory of Music in Cincinnati.

Mr. Jessee is the youngest son of Mrs. F. B. Jessee, widow of the late F. B. Jessee. He is a young man of sterling character and bright business prospects. He has a position in the general offices of the Stonega Coke & Coal Company in the Gap and is very popular with a host of friends.

Mr. and Mrs. Jessee for the present are making their home with Mr. Jessee's mother near the Southern station and their many friends wish them a long and happy life.

The world is loud in its demand for permanent peace and silent in its feverish preparation for the next war.

Trinkle's

Majority in Primary Was a Total of 22,691.

E. Lee Trinkle's majority in the recent state primary election was 22,691, according to figures given out by the state canvassing board in Richmond. These figures show that he would have won even had he not carried the Fifth, Sixth and Ninth districts.

A dispatch from Richmond which gives the totals on the race for Lieutenant-Governor as well as on the Trinkle-Tucker race follows:

E. Lee Trinkle, of Wytheville, would have been nominated for Governor of Virginia in the recent state Democratic primary even if he had not carried the Fifth, Sixth and Ninth districts, regarded as his principal strong holds. Official returns from the primary canvassed here showed that these three districts gave Trinkle a majority of 22,880. His majority for the state was 22,691, a difference of 189, showing that even with these districts eliminated he would have come through with a margin of two votes to the good.

Trinkle carried fourteen counties of the state including Bristol, Lynchburg, Charlottesville, Danville, Fredericksburg, Hampton, Lynchburg, Newport News, Petersburg, Radford, Richmond, Roanoke, Suffolk and Williamsburg. Harry St. George Tucker, of Lexington, his defeated opponent, carried the remaining eight counties.

Of 100 counties, Trinkle carried 64. Trinkle carried the First, Third, Fourth, Fifth, Seventh and Ninth districts.

Tucker carried the Second, Eighth and Tenth. Total the Trinkle and Tucker respective votes in the Fifth, Sixth and Ninth districts were, 10,812, 1,783; 7,881; 3,711; 11,080, 1,985.

In these districts totals for Cooper, Wolf and Colgan, candidates for Lieutenant-Governor, were respectively, 1,869, 2,304, 3,102, 3,901, 5,063, 2,270; 3,085, 4,166, 1,901.

Wolf received only throughout the state, 29,997. Compared with Cooper, 41,656, making a majority of 11,659, on West, over Cooper. Colgan's total was 30,583. Fitzhugh, who ran fourth in the Lieutenant-Governorship race, had a total of 9,511.

The returns showed that Buckley D. Adams, who defeated Edwin C. Walker, in the race for State Corporation Commissioner, had a majority of 60,864.

Rural-Carrier Examination.

The United States Civil Service Commission announces an examination for the County of Wise, Va., to be held at Appalachia, Big Stone Gap and Norton on Sept. 10, 1921, to fill the position of rural carrier at Pound and St. Paul and vacancies that may later occur on rural routes from other post offices in the above mentioned county. The salary of a rural carrier on a standard daily wagon route of 24 miles is $1,200 per annum, with an additional $40.00 per annum for each mile or major fraction thereof in excess of 24 miles. The salary on motor routes ranges from $2,150 to $2,500 per annum, according to length. Both men and women, if qualified, may enter this examination, but appointing officers have the legal right to specify the sex desired in requesting certification of eligibles.

To Whom This May Concern.

We take this method of thanking the committee of the Athletic Association for the use of the ball park for our emancipation celebration on August 8th and 9th. S. S. Bettis, Ch'm'n.

Clint Morrison
Mack Patton
Sam Harris
H. Martin
Committee.

Most women are guided by instinct, but a few refuse to be guided at all.