W. C. ROBINSON & CO.
The Leading Jewelers,
BIG STONE GAP, VA.

THE BIG STONE POST.

WATCHES, CLOCKS,
SILVERWARE,
SPECTACLES, ETC,
W. C. ROBINSON & CO.

BIG STONE GAP, VA., FRIDAY, NOVEMBER 27, 1891.

VOL. II.

DIRECT TRADE WITH EUROPE-

[illegible] REGULAR STEAMSHIP LINES BETWEEN NEWPORT NEWS AND FOREIGN PORTS.

A Great thing for the South.

The importance of the following is the better understood when it is stated that Norfolk which is the terminus of the N. & W., and which is just across the bay from Newport News, has long been doing an ever rapidly increasing export business, and will probably soon have an [illegible] each fleet of steamers itself. Its [illegible] of coal and coke amount to [illegible] millions of bushels annually, and of grain, flour, cotton and other agricultural products, [illegible] lands, most of which [illegible] tributary to the Big Stone Gap [illegible] over the L. & N. and N. & W. [illegible] at is, [illegible] this place the advantage of being on one of the great trunk lines from the West to the Atlantic Ocean, which is [illegible] incalculable benefit. The L. & N. is now delivering cotton to the N. & W. for New England manufacturers and to go abroad. The day will come when hides from South America will be sent here for [illegible], and then distribute over the route.

On July 11th, the first announcement was made that a contract had been closed between the Chesapeake & Ohio Railroad and Christopher Furness, one of the largest steamship owners in England, for the establishment of three regular steamer lines between Newport News and London, Liverpool, Glasgow and Havre. Since then arrangements have been in progress for carrying out this contract, and in the meantime a number of steamers have been chartered at Newport News for foreign ports. Now, however, the final plans, including the dates of sailing for the next six weeks or two months, have been matured, and another line has been added, making four, and we have the pleasure of presenting the following extract from the official advertisement of the company:

FURNESS, WITHY & CO., LIMITED,
AGENTS FOR
FURNESS LINE.
NEWPORT NEWS, VIRGINIA.

FOR LIVERPOOL.

Steamships	Tons	About.
SERAPIS	2,500	Nov. 25
MONARCH	3,000	Dec. 10
IBERIAN	4,000	Dec. 15
MONKSEATON	3,500	Dec. 20
ASCHBORNIA	2,800	Dec. 25

FOR LONDON.

BALTIMORE CITY	3,000	Nov. 30.
STRAITS OF BELLEISLE	3,000	Dec. 5.
WEACHERLY	3,000	To follow.
BOSTON CITY	3,000	To follow.

FOR GLASGOW.

ARDANMHOR	3,000	Nov. 20
ARDANGORM	2,000	Dec. 5
RANDALAV	2,500	Dec 20
CYNTHIANA	4, 00	Dec 30
BELICIANA	4, 0	To fill w.

FOR HAVRE (Pinkney-Furness Line).

HERATO	3,000	Nov 25
HEMROS	2, 00	Dec. 12
HERANOS	2, 00	Dec 25

Through bills of lading issued to interior points in the United Kingdom or on the Continent at very favorable rates.

C. W. ROWLEY, Manager,
Blackstone Building, Baltimore, Md.

Between now and January about 20 steamships will be loaded at Newport News by this company with a general cargo for Europe, and in addition to this there will be many steamers taking out full cargoes of grain from that port. The general cargo boats to go out before January 1st will carry 60,000 tons of freight, and heavy engagements of grain, flour, provisions, lumber, etc., are being made in the West for shipment by these boats.

As important as the foregoing announcement is and as great as its influence upon the South is destined to be, it is not the most important feature of what we are able to announce. When the contract was first made it was generally supposed that the steamers would either come out in ballast or bring return cargoes to other ports, and load outward business only from Newport News. But they are to be regular lines in fact as well as name, and the pioneer steamer of the direct line from Liverpool to Newport News, the Istrian, sailed from the former port November 18th with general cargo for Newport News. It is the expectation of the company to work up this trade for west-bound traffic from United Kingdom points to Chicago, Cincinnati, St. Louis and other Western points. It is rumored that the Furness Co. has within the past few days purchased three of the Leyland's steamers, formerly running between Boston and Liverpool, for the Newport News trade, the "Istrian" being the first one to come out, and they, in all probability, will be withdrawn from the Boston-Liverpool line and added to the Newport News line. Virginia and the whole South may well rejoice at this practical inauguration of direct trade with Europe. It means great things for the South and for the West because it marks the beginning of a diversion of Western traffic to Southern ports for shipment to Europe. These are the first regular steamship lines between the South and Europe.

A New Process for Steel Making

(Baltimore Sun.)

A new process for making steel, which is claimed reduces the cost greatly, is giving the attention of Northern capitalists, and it is said that if their tests are as good as the experiments at Pittsburg made indicate, a company will be organized with several million dollars capital to make use of the patents already secured.

Yesterday the method was made Thursday at the iron foundry of Stuart R. Carr on S. Front street. It was conducted by Mr. Hastings, of Parkersburg, W. Va., the inventor, and assisted by John Smith, the foundry boss.

The process appears to be very simple. Certain chemicals were placed in a molten pig iron, and, after a few minutes, the iron was run off into moulds. Several blocks of steel were thus formed. As soon as the blocks were cooled off in water Mr. Smith tested them and reported that the outer surface was thoroughly tempered, so that it battered the chisel. The metal worked like steel and he supposed it was that article.

Mr. Hastings explained that these samples would be worked up into various tools and articles as the best way to prove the value of the invention. He exhibited a steel mandril, a plow point and other articles which he said were made from just such steel as was turned out yesterday.

Some of the parties present at the test are interested in the development of the great iron ore beds near Covington, on the Chesapeake & Ohio railroad. Among those present were M. V. Richards, of the Baltimore & Ohio railroad; Bart Johnson, W. H. Spooner, of Boston; J. M. Buck, of Covington, Va., and others. Mr. Hastings claims that while it costs $6.50 to convert a ton of pig iron into Bessemer steel, by the new process steel can be made at a cost of $1.25 per ton.

It is said that the parties interested are already convinced of the value of the process and are looking for a suitable location for a great industrial plant. Baltimore is one of the places under consideration, and one of the strongest points in its favor is its proximity to the iron fields of Virginia and its railroad connection with those fields. Then, again, it is thought that the necessary labor could be very readily secured here, and that a suitable site could be purchased for less money than elsewhere. Other locations that are being considered are Philadelphia and Newport News.

An inspection of Philadelphia and its inducements has already been made, and Baltimore will be visited within the next ten days. The Baltimore & Ohio railroad has offered the use of one of its tugs to convey the visitors around the harbor, where they will be shown sites along the water-edge and have explained to them the facilities afforded here for a large manufacturing plant.

After inspecting Baltimore the visitors will be taken to Covington, Va., to inspect the mineral deposits at that place, which are very rich and obtainable without tunneling or other expensive operations.

One of the main objects in the formation of the syndicate is to manufacture steel coast defense turrets, which it is said will be extensively in demand not only for the United States, but for other countries. China, it is said, is looking around now to place a contract of this kind, and for this reason the syndicate is anxious to locate as soon as possible.

Maj. A. J. Timbey, the patentee of the revolving turret used in the famous Monitor, was one of those who witnessed the experiment made at Baltimore. He was very much interested, and told Mr. Hastings, the patentee of the new process for making steel, that he held the key to the production of steel, and that the success of the experiment exceeded his expectations.

GREAT IMPROVEMENT IN BUSINESS.

As is Evidenced by a Severe Car Famine.

LOUISVILLE, Nov. 26.—The car famine has struck the Louisville lines very generally. The grain-carrying roads feel its effects seriously. The Pennsylvania is considerably behind in its shipments, and there is no immediate relief in sight. The Air line is suffering greatly, and the cars which the road has sent to a distance it finds very difficult to get back. The Louisville, St. Louis and Texas feels the effect of the famine more than any of the local roads. It hauls a great deal of grain and perishable stuff and the jobbers are seriously inconvenienced, while many of the shippers have sustained considerable loss. The Ohio and Mississippi and the Louisville and Nashville are barely able to keep up with their orders, while the Newport News and Mississippi Valley is far behind in its business.

The inconvenience the roads here are put to is insignificant in comparison to the manner in which the roads throughout the entire Northwest are suffering. The masters of transportation in this city are constantly in receipt of letters from other roads begging for a few cars to relieve the grain blockade which has assumed enormous magnitude in the past two weeks. In South Dakota, where the blockade is heaviest, the railroad commissioners are in continual session devising means to relieve the tightness. H. J. Rice, Chairman of the Board, who has recently made a trip over the Northwest, reports that at almost every point elevators, warehouses, barns, sheds and all empties to be secured are filled with wheat, and no cars can be had to haul it away. In many instances buyers have had to quit buying for want of storage facilities. Hundreds of thousands of bushels of wheat are piled in the open fields, and not more than one half of the crop is yet threshed. The daily demand for cars exceeds the supply by many thousands. The roads are doing all in their power to lift the blockade, but it is simply impossible, the officials say, to make any inroads into it. Railroad men here say that the famine has not begun to be felt in this section compared to what it will be, unless the roads in the neighboring territories can find relief.

DIRECT FOREIGN TRADE.

The South's General Advancement.

The Manufacturers' Record, of Baltimore, of November 21, in reviewing the industrial progress of the South, says:

"The broadening out of Southern advancement is illustrated this week in the official announcement of the inauguration of four regular European steamship lines from Newport News—the first regular lines to Europe from any port south of Baltimore—which must mark the beginning of an ever increasing direct foreign trade. It is not simply intended that these steamers shall take outward cargoes, but that the import business shall be worked up with a view to bringing in foreign goods for Western distribution. Arrangements have already been made for loading most twenty steamers on these four lines before the end of the year, and heavy contracts have been made for the shipment of Western products—grain, flour, provisions, etc. The practical inauguration of these lines, through the efforts of the Chesapeake & Ohio Railroad, will necessarily force other Southern railroad systems reaching the Atlantic and Gulf ports to take steps to secure the establishment of foreign steamship lines. Thus, while the low price of cotton affects for the time being the business interests of the South, there is a steady advancement in general development that will add greatly to the volume of trade and traffic and to the prosperity of this whole section. The past week has been only moderately active one in the inauguration of new enterprises, but the outlook is very promising for a steady, solid growth. Among some of the more important enterprises reported in this week's issue of the Manufacturers' Record are the building of a thousand new coke ovens, the construction of a new railway into an undeveloped timber section, and the proposed erection of large lumber mills and the sale of a tract of timber land for $50,000 cash, all in West Virginia; a $100,000 chemical and drug manufacturing company at Monroe, La.; a furniture factory at Athens, Ga.; a $129,000 sale of phosphate land in Florida, and several new phosphate companies in the same State; a $100,000 vitrified brick company at Cloverport, Ky.; a woodenware factory at Bristol, Tenn.; an $80,000 furniture factory company at Texarkana, Ark.; a $10,000 tobacco factory company at Morristown, Tenn.; a $200,000 canal company in Florida; a $35,000 canning company at New Berne, N. C.; a $750,000 phosphate company at Atlanta, Ga.; a $1,000,000 lumber company in Pitt county, N. C.; a $125,000 manufacturing company at Baltimore, Md.; a $25,000 improvement company in Hale county, Texas; a $50,000 fish-handling company at Galveston, Texas; a $300,000 oil and gas company, a $250,000 improvement and construction company, a $56,000 coal and coke company, all in West Virginia; a $25,000 water company at Longconing, Md.; a $50,000 cottonseed-oil company at New Orleans, La., etc."

GOOD TIMES

Renewal of Prosperity for the Farmers.

(The Iron Age.)

In a brief period, covering the time intervening between the planting and the harvest, a surprising change came over the agricultural outlook not only of the United States, but of two hemispheres, and monetary affairs, considered collectively and in their widest scope, appeared in a different phase. The transition was sudden. Europe and America seemed to have been thrown out of equilibrium, agriculturally speaking, the one being impoverished and the other enriched, so that a readjustment became necessary. This process is now taking place as rapidly as grain-laden steamers can sail, gold being remitted in exchange to rectify the balance of trade. To the United States the subtle revolution thus brought almost through a propitious climate was an unspeakable boon, for while the direct, positive and palpable benefits were manifest in the lavish abundance of products that overspread the fields, the strange coincidence was presented of a market simultaneously opened in Europe on a scale commensurate with the enormous supplies. In Europe looked to the New World as a deliverer, in like manner the farmer, groaning under mortgage indebtedness, hailed the day when he could release himself from the grasp of Eastern capitalists to whom he was bound.

It is only now, since the publication of official documents, that some approximate estimate can be formed of the amount of agricultural wealth represented by the recent harvests. Secretary Rusk of the Agricultural Department, in his annual report, taking as a basis of calculation the official statistics, places the estimated value of farm products of the United States for the year 1891 at $760,000,000 in excess of the aggregate of the previous year, an accretion of agricultural wealth beyond ordinary conception. Accepting the familiar apothegm that agriculture constitutes the foundation of national prosperity, considered in an economic sense, there is no room to doubt that the finances of the United States rest on a substantial basis. The Secretary points to the fact that during the first three months of the present fiscal year our exports in cereals alone have aggregated $76,000,000, and the outcome is sure largely to surpass that of any previous year. The demand at the present time is checked only by the scarcity of vessels, which are engaged for months ahead at all the principal ports. Advanced rates of freight operate as a retarding influence, but this difficulty work[illegible] [illegible] employed tonnage from all [illegible] world. One effect of the temporary check is reduced supply of commercial bills, giving more firmness to the rates of exchange. Some disappointment is expressed that the purchase of manufactured goods by the farmers and southern planters is not on a more liberal scale, but it is remarked on the other hand as a healthful indication that large amounts of money are being applied in lifting of farm mortgages.

Among new factors in the situation that will soon gain promience is the enormous volume of corn and cotton to be forwarded for export. The latter is already being marketed with much haste and all signs point to a crop much larger than recent estimates. Accordiag to western advices the shortage of cars to move the grain is becoming more pronounced every day and the railroads are choked with freight that they can not ship. The Chicago, Burlington and Quincy has given notice that it can take no more grain billed to Chicago, as there is now over ten miles of loaded grain cars on its tracks. Other roads are similarly embarrassed, though less in degree.

With such prospects for active railroad transportation all through the winter months as the foregoing survey would point out to be inevitable, orders for new rails and equipments will naturally follow, quickening the iron industry in all its departments. The improved investment demand for railroad bonds is a hopeful augury and the development of the resources of the country is bound to go on.

BELL COUNTY DEVELOPMENT.

Michigan Capitalists to put Their Money into the Gas and Coking Coal Fields.

MIDDLESBOROUGH, KY., Nov. 26.—Another large tract of mineral and timber lands in Southeastern Kentucky is to be developed by Michigan capitalists. The land, 26,000 acres in all, adjoins the property of the American Association, Limited, and extends from Middlesborough to Pineville, lying on and between the Big and Little Clear creeks, and includes the larger portion of what is known as Log Mountain. The property consists of some of the finest gas and coking coal lands in the State.

To complete the organization of the developing company, known as the Log Mountain Coal, Coke and Timber Company, a distinguished party of Michigan capitalists arrived here last evening by special train. Prominent among the visitors were John S. Lawrence, C. G. Swenberg, Charles Fox, S. B. Jenks, W. P. Emyman, George Hefferan, W Fred Avery, W. H. McCoy, A. G. Hodenvyl, all of Grand Ripids; F. A. Hull, of Danbury, Conn. T. Cairns, Grand Haven, and G. F. Stearns, Big Rapids. The gentlemen spent to-day in looking over part of the property, and claim they will commence operation at once.

A Bushel of Corn.

(Progressive Times.)

From a bushel of corn a distiller gets four gallons of whiskey, which retails at $16. The Government get $3.60, the farmer who raised the corn gets 40 cents, the railroad gets $4, the retailer gets $7, the consumer gets six months, and the special policeman gets a fee if he runs him in.

VIRGINIA'S DEBT.

The State Commission and the Bondholders' Committee Agree On Terms of Settlement.

RICHMOND, VA., Nov. 26.—The following is the correspondence between the Virginia Commission and the Olcott committee, which have been two days in joint conference, together with the result reached on a plan for the settlement of the State debt:

"Richmond, Va., Nov. 19.—To Frederick P. Olcott William L. Bull, Charles D. Dickey, Jr., Henry Budge, John Gill, Hugh R. Garden, Committee—Gentlemen: On yesterday you submitted to the Virginia Commission a proposition to sell the obligations of Virginia mentioned in the Riddleberger bill (not heretofore funded under that bill and now outstanding in the hands of the public, but not including bonds held by schools and colleges), on one of the two following bases, viz.: An issue of $18,000,000 of bonds as one alternative and of $19,000,000 as the other in lieu of the outstanding obligations aforesaid. Your proposition was that the $18,000,000 of bonds, if issued, should run for 100 years bearing 3 per cent, the entire period, and that the $19,000,000 of bonds, if issued, should run for 100 years bearing 2 per cent for five years, 2 1-2 for five years and 3 per cent for the remaining ninety years.

"You further suggested that the proposed new bonds and the interest obligation on them should in either case conform in their general character to those issued under the Riddleberger bill.

"We have carefully considered your proposition and are constrained to say that this commission will make to the Legislature a favorable report upon the $19,000,000 proposition, if the same be modified—that is to say:

"We will recommend a proposition to issue a maximum amount of $19,000,000 of bonds, to be exchanged for the outstanding obligation of the State mentioned in the Riddleberger act (other than those held by schools and colleges), now in the hands of the public, but not including bonds already funded under this act, such new bonds to run for one hundred years and to bear 2 per cent. interest for ten years and 3 per cent. for ninety years. The bonds and obligation shall be of the same general character as those provided for by the Riddleberger bill, and it is distinctly understood that the coupons or other interest obligations are not to be receivable for taxes. The proposed new bonds shall be exchangeable for the outstanding obligations aforesaid in the proportion of 19 of the former for 28 of the latter. This recommendation is, of course, to be made conditional, on the understanding that your committee hold and has the authority to exchange the obligations mentioned in your previous communication to us, amounting to at least $23,000,000.

"P. W. M'KINNEY,
"J. ROGER TAYLOR,
"R. H. CARDWELL,
"TAYLOR BERRY,
"H. T. WICKHAM,
"W. B. DABNEY,
"ROBERT H. TYLER,
"Virginia Commission.

"P. C. WARWICK Secretary."

Responding to this, the Bondholders' Committee accepted the amended proposition, adding this:

"It may go without saying that we are to receive from the West Virginia portion of old bonds and interest thereon, similar certificates to those issued by the State under the Riddleberger bill. We beg to say that the proposition submitted to us amended by you will go to our constituents with our cheerful recommendation, new bonds to bear interest from July 1, 1891."

HE WROTE LOVE LETTERS.

A Deception That Looked Like Blackmail and Caused a Young Man Some Trouble.

LEXINGTON, KY., Nov. 26.—This morning Deputy Marshal L. E. Daniels arrested in this city R. L. Reynolds, a young man who has been a teacher of the State College and later in the employ of the Industrial American. The charge against him was using the mail to defraud, for which the penalty is a fine of not more than $1,500 and imprisonment not more than eighteen months. Reynolds is a young man of about twenty-three years and came here a little more than a year ago from Glasgow, Ky., where he is well related. He became a student of the State College as teacher of the bookkeeping department of the College. He was considered a most competent and honorable young man and his work gave general satisfaction. A few months ago he quit the college and went to work for the publication named above.

It seems that early last spring Reynolds saw the advertisement of T. B. J. Wheat, of Parsons, Kan., who wanted to obtain a lady correspondent. Reynolds answered the advertisement and personated a young woman, giving the name of "Mary Dewees." After several letters had passed between them Reynolds wrote for Wheat's photograph, which was duly received. Then Reynolds wrote him saying that he was not a woman as Wheat had believed he was, but a real man and that if Wheat did not send him $5 at once he would have his name printed in the newspapers all over the country. He added that he was a newspaper correspondent and would certainly expose Wheat if he did not ante up. Instead of doing this Wheat sent all the letters he had received to Capt. J. R. Howard, the Postmaster at Lexington. That official set the watch dogs of the Post Office Department at Washington at work on the case, and this week Inspectors S. D Brown and Robert Pulien came here, and after several days' work located their man. The letters returned by Wheat were compared with the handwriting of Reynolds as exhibited on the books at the State College, and it was plain that Reynolds wrote the letters. The Inspectors called on him and told him of their discoveries. He denied having written to Wheat but when the story was gradually brought out he broke down and made a full confession. He said that he did not intend to do anything wrong, but simply wished to have some fun by palming himself off a a woman on the Kansas man.

Reynolds was taken to Mt. Sterling for trial before Commissioner Rogers. A dispatch from there says Reynolds was acquitted by the Commissioner this afternoon because the intent could not be proved.

NEW GAS PROCESS.

MAYSVILLE, KY., Nov. 26.—(Special.)—The Southern Fuel Gas Company, which has been experimenting here for month past with what is known as the Harris process, will make a practical test of it by heating the Chesapeake and Ohio railroad passenger and freight depot. The work of saving the pipes from the plant to the depot began a few days ago. If the new process is half what is claimed for it it will revolutionize the fuel question and make millionaires out of several Maysville citizens.

An Enormous Pig-Iron Production.

A month ago statistics were given showing that the rate of pig-iron production on October 1 was the highest ever reached with one exception. Since then there has been a further increase, and on November 1 we were producing at the rate of 187,685 tons a week, which exceeds by nearly 4,000 tons the highest rate ever recorded—183,846 tons on December 1, 1890. The number of furnaces in blast, however, has decreased, 504 being reported on November 1, against 306 on October 1, and 340 December 1, 1890. The monthly report of the Iron Age, from which these figures are compiled, shows the weekly product of all the furnaces on November 1 compared as follows with that of preceding periods:

	Furnaces in blast.	Capacity per week, Gross tons.
November 1, 1891	304	187,685
October 1	306	181,615
September 1	259	170,846
August 1	296	169,576
July 1	293	171,115
June 1	258	146,782
May 1	227	112,590
April 1	228	113,483
March 1	557	134,526
February 1	294	146,059
January 1	302	167,599
December 1 1890	340	183,840
November 1	342	177,958
October 1	336	179,263
September 1	323	171,776
August 1	324	164,798
July 1	336	175,727
June 1	345	180,791
May 1	344	180,099
April 1	344	178,474
March 1	343	180,991
February 1	334	173,651
January 1	333	174,038
December 1, 1891	328	169,151
November 1	323	165,225
October 1	311	151,057
September 1	294	134,068
August 1	286	145,899
July 1	285	144,419

Under this tremendous rate of production there is some increase in stocks on hand at coke furnaces. A large number of new furnaces in the South are about finished, and some of them will probably go into blast shortly.

PAY EVERY TWO WEEKS.

Jellico and Coal Creek Operators to Confer Regarding Their Miners' Wages.

JELLICO, TENN., Nov 26.—Mine operators and delegates from various mines have held a conference here in regard to paying off every two weeks. Operators here will concede to demands, providing the operators at Coal Creek will do likewise. A committee of miners just returned from there report everything satisfactory. Saturday next a general conference will occur at Coal Creek, and the matter will be definitely settled. Miners are very sanguine of a victory in this case. Operators in this district are very much in favor of two week's pay to all employes.

Nothing definite is known in regard to convicts being replaced at Briceville, but much talk is being done as to what will happen should the convicts be returned. Eleven escaped convicts have died in this vicinity. All have received a decent burial at the hands of the people. No depredations have been perpetrated by escaped convicts in this locality, and at least 300 passed theough Jellico on their way north.

SAME HERE.

Big Kentucky Trees.

Thirty-five to forty miles above Beattyville, Ky., and not more than one mile from the Kentucky river, on Mr. Johnson's land, can be found a poplar tree over nine feet in diameter, and on the north bank of the Kentucky river, on the Maloney land, a beech tree five to six feet in diameter. The Maloney land is situated at the junction of the North and Middle forks of the Kentucky river, three miles above Beattyville. About six miles below Beattyville, and not over 100 rods from the Kentucky river, can also be found a sycamore tree that will measure twenty-four to twenty-seven feet in circumference, and from outward appearances these trees are all perfectly sound. Any of them could be floated to Evansville, Ind., and there transferred to the cars for their final destination. While it would be expensive to take these trees to Chicago, the satisfactory and creditable exhibit would well repay the state for the trouble and expense. To duplicate any of these trees would be hard to do outsibe of Kentucky.

SWISS EMIGRANTS IN THE SOUTH.

And More Coming.

Messrs. J. Ottenheimer, Emigration Agent for the Canadian Pacific, New York; Charles Im-Obersteg, head of the emigration bureau of the banking house of Zwilchenbart & Co., Basel, Switzerland; Col. John Friederich, editor of the American Swiss Gazette, and John N. Spaus, a New York banker and broker, have been visiting the Bernstadt Swiss colony, in Laurel, and the Ottenheim colony, in Lincoln county. They reported to the Stanford Interior-Journal that they had found the colonists doing well and were much pleased with their surroundings, especially those of Ottenheim. In Laurel they are handicapped with bad roads. "The gentlemen say that Kentucky is specially adapted to the Swiss, the climate and the mountains reminding them of their native land. Editor Friederich is satisfied that the Swiss will make us the best population. Their Government and ours is very similar, and they much more easily assimilate with our people than do those from monarchical countries. The party decided to make some investments here, and tell immigrants that othey can find no home equal to Kentucky."

Anthracite Coal in West Virginia.

From time to time there have been reports of the discovery of anthracite coal in Berkley county, W. Va., and, after full investigations, some capitalists have purchased large tracts of land there in Morgan county, and are developing the property. A correspondent writes that the field covers 20,000 acres and contains large and well defined veins of excellent anthracite coal. Mr. J. Hatch of Rochester, N. Y., is president of the company recently organized to operate in this field. This company is now actively at work.

Solid For Cleveland.

NEW EGYPT, N. J., Nov. 26.—Mrs. Caleb Hopkins, a few days ago, gave birth to triplets, two girls and a boy. They have been named Grover Cleveland Hopkins, Francis Folsom Hopkins and Ruth Hopkins.

VIRGINIA EDITORS VISIT BIG STONE GAP AND ARE DELIGHTED.

The editorial visitors who were here last week arrived by the courtesy of the South Atlantic & Ohio R. R. on a special train thus giving them an opportunity to see that great curiosity, the Natural Tunnel, the openings of the iron ore in the Wildcat Valley, the coking coals on Looney Creek, and the various points of interest along the line. Arriving here they were shown the new buildings on Poplar Hill taken through the Exposition Hall with which they were particularly pleased, declaring it unique of its kind and excelling anything they had seen, and they were given the freedom of the Appalachian Club where they were entertained. Afterward Manager Hardin extended the courtesies of the Intermont House, and as they were about to leave for home the next morning several members made speeches of thanks, which were responded to by Mr. R. Tate Irvine.

There were several ladies in the party, among whom are Mrs. J. A. Pugh, Mrs. J. S. Moore, Mrs. F. A. Sous, Miss Josie Kelly, Miss Booker, Mrs. B. M. Robinson, Miss Robinson and Miss Hodgins.

The members of the Association present and the papers they represent are as follows:

James A. Pugh, Roanoke Times.
President of the Association.
T. C. Morton, Staunton Vindicator.
James P. Kelly, Clinch Valley News.
W. H. Tomney, Glade Spring Citizen.
Frank T. Witten, Richmond State.
Charles St. Clair, Emory Exponent.
J. E. Booker, Suffolk Herald.
Capt. J. S. Moore, Rockbridge News.
T. F. Suthers, Graham Headlight.
B. M. Robin, Greenville Democrat.
R. N. Robinson, Orange Observer.
E. S. S. Dennis, Norfolk Courier.
G. J. Sudduth, Norton Workingman.
M. T. Harrison, Bedford Index.
M. B. Linkous, Roanoke Evening-World.
C. T. Demut, Times-Register.
T. L. White, Grayson Gazette.
W. H. H. Feager, Clifton Forge Review.
J. C. Hill, Iron Belt, Roanoke.
N. H. J. Brand, Leroy United Press.
R. L. Mater, Fincastle Herald.
T. C. Johnson, Pearisburg Virginian.
W. B. Linkous, Graham Headlight.
E. S. Dennis, Pearisburg Virginian.
Bird M. Robinson, Bristol Paper.

Mr. T. C. Morton, of the Richmond Dispatch, who was here with the Virginia Press Association, bears a striking resemblance to the late Gen. Ulysses S. Grant. Shortly after the war Mr. Morton visited Washington and was subject to no end of embarassments owing to his likeness to the illustrious General. His appearance in public was always the signal for some outbreak of popular feeling, and on one occasion he was carried bodily off by the enthusiastic crowd before he could explain his identity. The same expression of the eye, the same cut of the beard, and the same impulsive gestures are present to such an extent that they could not fail to strike even the most casual observer.

A Curious Product of the Period.

The tramp lassie, Miss Menie Muriel Dowie, who made a horseback tour in the Carpathian Mountains for the purpose of writing a book of her adventures, and Henry Norman, who went to Siam to look for "copy," were married in London, and spent their honeymoon in Scotland, hunting and fishing with equal zest and skill. The sober Scottish keepers are startled by the vision of this daring and beautiful young woman issuing to the chase clothed in a suit of knickerbockers and jacket, with a cigarette between her teeth, a Tam O'Shanter set coquettishly on the back of her head and a salmon rod in her hand. It must be remembered that this breezy and rather unconventional young party speaks several languages, quotes Browning, Swinburne and Thoreau, carries in her pocket a copy of Epictetus, which she consults in all emergencies, and says you can't open him in the wrong place, for there is none in the book; discusses unhappy social conditions among the peasants with the calmness of a philosopher, dotes on lizards, goes unconventionally barefooted when she likes, and is twenty years old.

Plenty of Money in Baltimore.

Last week, Messrs. Alex. Brown & Son, of Baltimore, announced the entire issue of $2,000,000 of 5 per cent bonds of the Baltimore City Railway Co. would be offered for subscription on Monday, the 16th, and untill the 18th unless previously taken. At 2 o'clock Monday it became necessary to close the books, the entire issue having been over-subscribed, the offers aggregating $3,000,000, very largely made up of individual subscriptions for small amounts. This is probably the most successful bond issue ever made in Baltimore, as the subscriptions were almost wholly local and the entire amount was so promptly taken.

ACTIVITY IN R. R. CONSTRUCTION.

The N. & W's New Line.

Thompson Bros., of Knoxville, Tenn., whose present address is Ashland, K., have contract for 30 miles of the Ohio extension of the Norfolk and Western Railroad as lately stated, report that their contract begins with section 71 and runs to section 100, inclusive. The work embraces the completion of the Hatfield tunnel, two bridges across the Tug fork of the Big Sandy river and considerable heavy rock work, aggregating in all about $250,000. They will place forces at once and push to completion. E. S. Moorman & Co., of Lynchburg, Va., contractors for 20 miles of this extension, received orders, as lately reported, to resume work, and state that it will take about three months of good weather to complete their contract with a force of 300 men. They have shipped outfit and expect to soon commence operations.

Money Circulating.

NEW YORK, Nov. 25.—All the financial reports to-day tend to show the farmers of the west and southwest are rapidly paying their debts and thus putting considerable money into circulation. This fact is even more strongly noticable than it was the week before, when a similar condition of things was apparent. As a result money is rapidly returning to the channels of trade in the East, and in nearly every line of business the reports show a brighter condition of affairs than had been anticipated by the most sanguine of those who had been prophesying active trade and good times for the present winter.

150 Vessels of Grain for Europe.

Nearly 150 steamships are bound to Baltimore to load grain for Europe. The rush of freight from the West to the seaboard promises to exceed even the highest calculations made by experts, and many of the railroads are already overtaxed, although the corn crop has hardly commenced to move yet.

WHAT'S A KISS.

The Sweetest Fruit on the Tree of Love.

Some time ago London Tid-Bits offered a two-guinea prize for the best definition of a kiss. Seven thousand answers were received. The prize was awarded to Benjamin J. Greenwood, of Tulse Hill, London, whose definition is herewith framed:

> An insipid and tasteless morsel which becomes delicious and delectable in proportion as it is flavored with love.

The following is a selection from some of the best definitions submitted:

A thing of use to no one, but much prized by two.

The lover's right, the lover's privilege, the parent's benison, and the hypocrite's mask.

That which you cannot give without taking, and cannot take without giving.

The flag of truce in the petty wars of courtship and marriage.

The only known "Smack" that will calm a storm.

Nothing, divided between two.

Not enough for one, just enough for two, too much for three.

The sweetest label of the world's language.

A woman's most effective argument, whether to cajole the heart of a father, control the humors of a husband or console the griefs of childhood.

Everybody's acting edition of "Romeo and Juliet."

What the child receives free, what the young man steals, and what the old man buys.

The drop that runneth over when the cup of love is full.

Woman's passport to her husband's purse and a man's passport to a woman's heart.

Contraction of the mouth due to enlargement of the heart.

Nature's Volapuk—the universal language of love.

A woman's trump card in the game of love.

I am just two and two I am warm, I am cold,
And the parent of numbers that cannot be told.
I am lawful—unlawful—a duty, a fault,
I'm often sold dear—good for nothing when bought.
An extraordinary book, and a matter of course,
And yielded with pleasure when taken by force.

The missing link between body and soul.

The only delight of the gods that mortals have been permitted to enjoy.

The "pons asinorum" of courtship.

A smack for catching the matrimonial fish.

What man struggles for before marriage, what woman struggles for after marriage.

The striking of a love match.

Cupid's sealing wax.

The essence of ru-lips (two lips.)

The soul's embassador

WON BY THE SHENANDOAH.

Race of the Wheat Ships from San Francisco to Europe.

The stately Yankee clipper Shenandoah, biggest of sailing vessels, except the ponderous five masted steel French ship France, completed yesterday the second leg of the long triangular voyage she began at this port in February last. She arrived at Havre from San Francisco, having made the trip in 100 days with a full cargo of wheat—nearly 3,000 tons. She will unload at Havre and sail for Liverpool, whence she will return to this port. Three other clippers, the old-time British iron ships Strathearn and Balkamah, and the new American ship S. D. Carleton left San Francisco with the Shenandoah. They have not been reported, so the Shenandoah has beaten them. All of them are three-masters, and the longest is little more than half as big as the Shenandoah. She measures 2,296 tons and spreads 11,000 yards of canvass.

Wm. Scott of Jno. Died at the Central Hotel last Wednesday Night at 9 P. M.

William Scott came from Bristol to Dufield to attend a saw-mill. On Wednesday evening about 3 P. M. he told his companion that he felt queer about his head and had a ringing in his ear, he soon after had a convulsion.

He was brought from Dufield to Big Stone Gap and attended by Doctors Kunkel and Howard, but nothing seemed to do any good, the case being hopeless from the first. He died about 9 P. M. after having 22 terrible convulsions.

Maj. H. W. Holdway of Gate City Dead.

Maj. H. W. Holdway died last Wednesday night at 9 P. M. Maj. Holdway represented Scott county once in the legislature, was Commonwealth's attorney eight years, and was an elector for the ninth district on the Blaine and Logan ticket in 1884.

PERSONALS.

W. E. Harris has gone to Chicago on a special business trip.

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W. S. Lotspeich the popular drummer of Knoxville is registered at the Intermont.

* *

Rev. Mr. Cox of Tennessee preached at the Baptist Church last Sunday morning and night.

* *

Mr. Edwin Barbour Editor of the BIG STONE POST is still taking in the Great South-west, but is expected back soon.

* *

Col. A. S. Hasley of Abingdon, was in town this week.

* *

Jas. L. Vance of Chilhowie Va., was here last Tuesday buying horses.

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Gen'l A. L. Pridemore, Col. C. T. Duncan, and B. W. Sewell of Jonesville, were in town last Sunday.

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W. S. Mathews, R. T. Irvine, H. A. W. Skeen and J. C. Maynor are attending Court at Gladeville this week.

* *

C. F. Bissell of Glen Falls, N. Y., was in town Tuesday.

* *

Mr. and Mrs. Chas. Tracy who have resided at Big Stone Gap for quite a while left last Tuesday for their home at Philipsburg, Kan. We are sorry we have to give up these Christian people.

* *

E. M. Hardin, S. C. Berryman, D. H. Shelby, and W. K. Shelby are on a bird-hunt in Hawkins county, Tenn.

* *

Mr. M. A. Castoe and family left last night for Portsmouth, O. their former home.

Mr. Castoe was the superintendent of the iron work on our Appalachian furnaces, which contract he has completed. We are sorry to see him and his pleasant family go.