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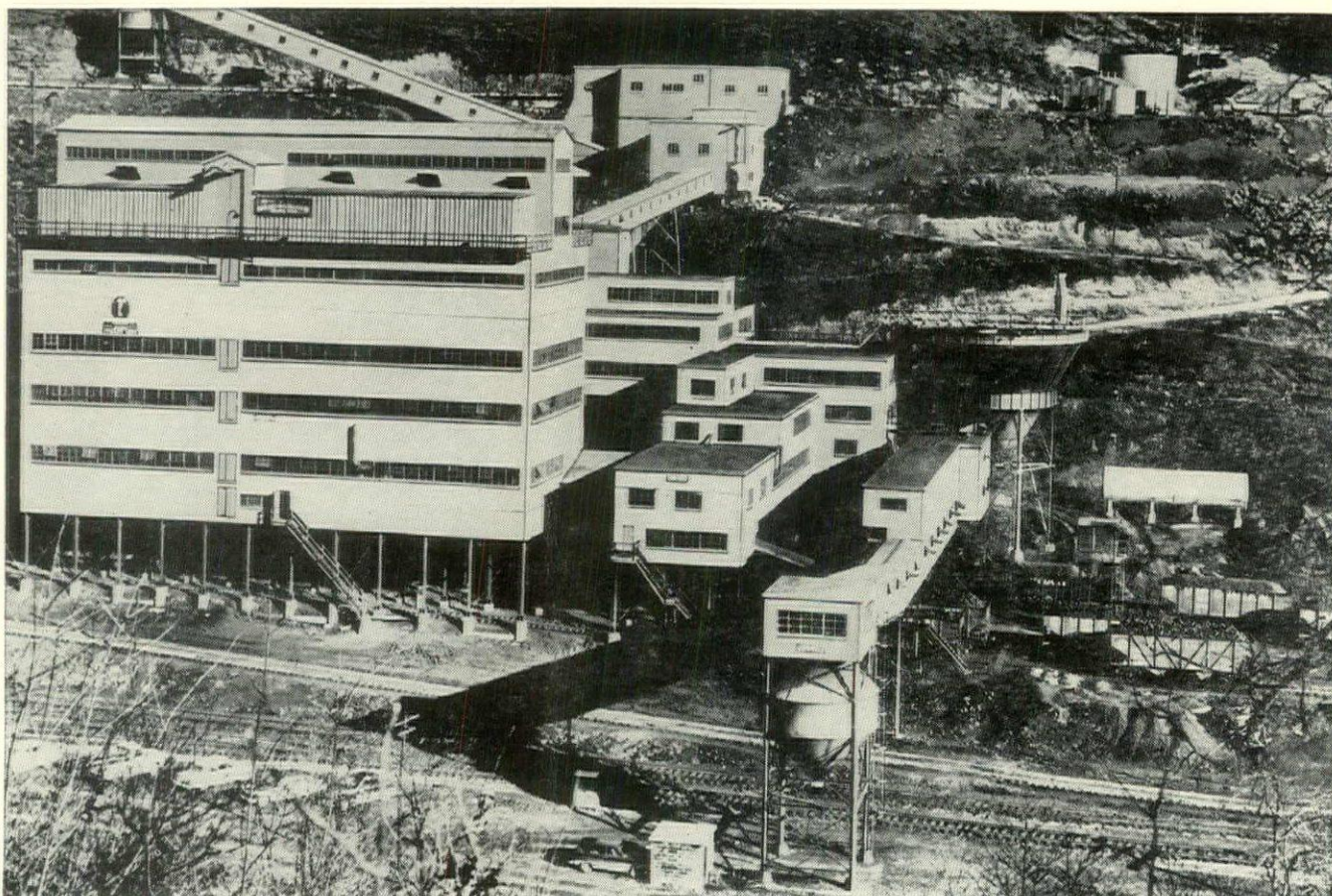
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CLIFFORD DOWDEY
Editor

DONNA Y. LAURINO
Executive Editor

ROSEWELL PAGE, JR.
Business Editor

R. N. ANDERSON, JR., AIA
Architectural Editor

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VOLUME LXXX

OCTOBER 1958

NUMBER TEN

THE MYTH OF LINCOLN . . . "THE SOUTH'S FRIEND"

Part II

IN LINCOLN'S "vision" of indissoluble union, he operated on the principle that the means justify the end. As the legend has it, this humble man, "with malice toward none," was to heal the wounds inflicted by the forces of destruction he had loosened, and re-adjust the social system that had been wrecked including the racial hostility promoted within the wreckage. But the man who conceived of his powers to re-direct social forces by his good intentions can scarcely be made to fit a role of humility.

The myth-makers confused his personal non-assertiveness with humbleness; but Lincoln did not assert himself in small matters because he was too self-assured. He didn't have to bother. He endured spites and coldnesses and slights of his fellows not in humility but in complete indifference. His mind was on other things.

In the same way, the myth-makers associated humility with his humbleness of background. Napoleon and Shakespeare, Michelangelo and Stonewall Jackson, were of humble backgrounds. But as a person, Lincoln was just about as humble as Napoleon or Jackson, as in artists in war, or as Shakespeare or Michelangelo, as artists in creative works, or, indeed, as humble as any great artist has ever been in world's history. Lincoln was so lacking in any sense of humbleness that he suffered the jibes of inferiors—to gain his end—as no more than the bites of insects which we all endure.

Where Lincoln's ego seems particularly outsized was in his acceptance as passing expedients of the destruction

of a total culture on the continent, in the conviction that he—a backwoods trial lawyer—could make everything all right. Lincoln's legend accepts as a fact the possibility that he would have effected his "American Dream" of bringing the two alien streams together as if nothing has ever happened.

It was not within his power to do this. By the summer of 1864, the Wade-Davis bill, which he vetoed, had shown the way that the exploiters and the haters intended to take advantage of "his" war; and though, as a war measure, he could veto a measure hostile to the South, Congress would have over-ridden him when no emergency existed.

For Lincoln's "vision" of America, formed on a Middle Western frontier, belonged no more to the future than did the "anachronistic" culture of the South. In letting loose forces of destruction, in his own egotistical vision, Lincoln was serving forces of which he had no understanding. Those forces would have prevailed, whether Lincoln had lived or died. Except for a mad actor the wartime president would have dragged out as ineffectual a course as Johnson and Grant, and been associated with all the evils of Reconstruction. The last dregs of a fanatical idealism would have gone down the drain with him, in the abolitionists' brief and inept evaluation of the Negro, and the true vindictive exploitation of the "conquered province" would have made a tawdry mockery of Lincoln's "mystical concept" of Union.

But the mortal Lincoln was spared

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THE COVER shows an interior section of the Clinchfield Coal Company's Tiller Mine, in Clinchfield. If you think the men have just finished replacing lightbulbs in the roof, you're as mistaken as we were. Actually, those bright little squares are bolts . . . and illustrate the fascinating principle of the "bolted roof." For a more thorough explanation, turn to the feature story on page six.

*"Coal Mining Is
Southwest Virginia's
Principle Asset"*

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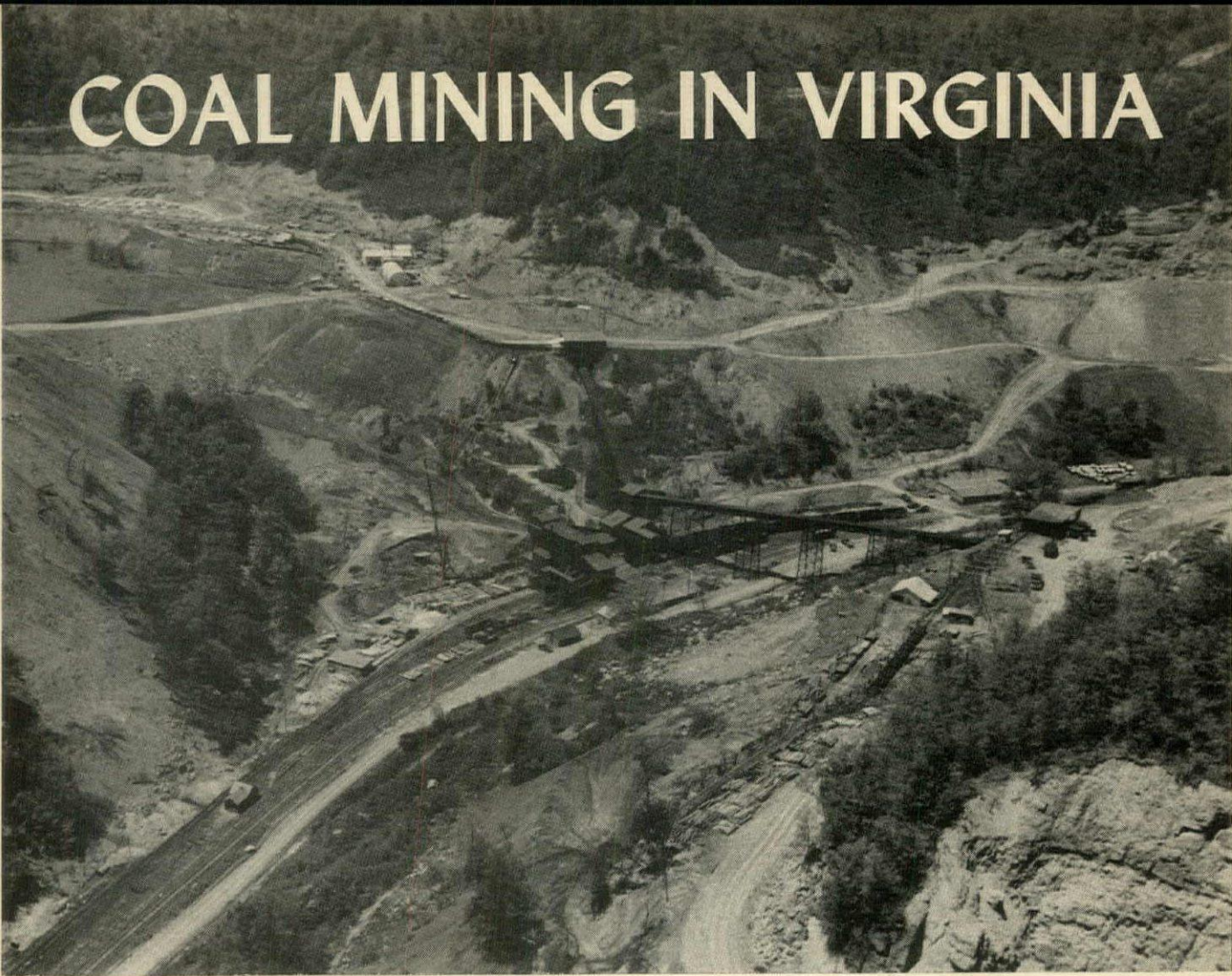
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COAL MINING IN VIRGINIA



When our forefathers settled Southwestern Virginia, the rugged mountains there yielded little more than timber and game. But today,

COAL IS KING In Southwestern Virginia

by TIM WHITEHEAD

Photos courtesy Virginia Department of Labor and Industry

THE FIRST COAL to be mined in the United States came from the Richmond Basin along the James River in 1750.

Since then, the story of the coal mining industry in Virginia has been one of spectacular expansion. We have but few figures on the output of those earlier mines near Richmond, but it can be shown that in 1828 a total of 100,280 tons was produced in this area. This figure continued to increase considerably until about 1832, shortly after which the areas in the more northwestern part of the state began to tap their resources. From this year until 1863, when the contingency of West Virginia was created, Virginia was one

of the nation's outstanding coal producers. Her rank in this respect has recently been restored to her by the mining of reserves in the southwestern portion of the state.

The Great Appalachian Field

Southwestern Virginia lies in what is known as the Great Appalachian Field.

Stretching southwestward along the Appalachian Highlands from northwestern Pennsylvania to central Alabama, this is still one of the nation's most important coal fields, whether one thinks in terms of quantity or quality. From the western third of Pennsylvania, it extends into eastern Ohio from near Lake Erie to the state's

southern border, western Maryland, West Virginia, southwestern Virginia, eastern Kentucky, east-central Tennessee, the northwestern corner of Georgia, and across the northern half of Alabama to a small area in eastern Mississippi. It also includes some smaller fields in Virginia and North Carolina.

The Pocahontas District

It was the construction of the Norfolk and Western Railway through southwestern Virginia in 1822 that made it possible for the famous Pocahontas Coal District to be opened. This important area lies partly in Virginia and partly in West Virginia. Similarly, the building of the Clinch Valley Division

of the same railroad about nine years later marked the beginning of the development of Wise County District. This development, together with that of Tazewell in 1883, restored Virginia to a position of primary importance as a producer of coal for the nation.

By 1905, Virginia was 15th among the 31 coal producing states and today can claim some 1,500 mines employing 15,693 persons.

What Coal Is

Although coal is commonly thought of as a mineral and is classed as a mineral resource, it is not a mineral in the sense that stone, iron ore, and other substances are. This is because coal is of organic origin, which means that it was formed from the remains of living things—trees, shrubs, herbs, and vines—that grew millions of years ago during periods of widespread, uniformly mild, moist climate. During those periods, there was heavy growth of trees, ferns, and other plants in forested swamps and bogs. Century after century, the vegetation died and accumulated. Buried to a gradually increasing depth each year by new accumulations, the remains of roots, trunks, branches and leaves changed gradually to peat, just as decaying vegetable matter is doing today in the Dismal Swamp of Virginia and North Carolina, and in smaller swamps and bogs in many states.

Peat is the first step in changing organic matter into coal. In a block of peat you can often see, with the naked eye, the woody fragments of stems, roots, and bark. When dried, peat can be burned; but in this country, because better fuels are plentiful, it is used chiefly as an ingredient of fertilizers, as a soil conditioner, and, to some extent, for stable bedding and as a packing material for plants, fruits, and vegetables.

As the peat substance was buried, it was cut off from the oxygen in the air, and this prevented rapid decay of its organic matter by slowing bacterial action. The weight of more vegetation falling on the peat helped to compress and solidify it. So did the weight of water if the peat deposit sank below the sea, as often happened. Sometimes mineral sediments settled from muddy flood waters during the period when the vegetable matter was accumulating, and then what we now call "partings" or layers of shale were formed in the coal vein. At the end of the coal-forming period, the swamps were flooded by sea water for a long time and earthy sediments were deposited in the thick beds over the peat, further compressing it and starting the coal-

to tell the Virginia Story

making process, which is called "coalification."

Coalification was extremely slow when it depended mainly upon the pressure and heat generated by overlying beds of rock. For this reason, many of our coal deposits are still in an early state of coalification, or "low-rank," although they have been buried for millions of years. A few coal deposits, however, were situated where profound movements of the rocks in the earth's crust occurred during periods of mountain building. This rock movement generated much addi-

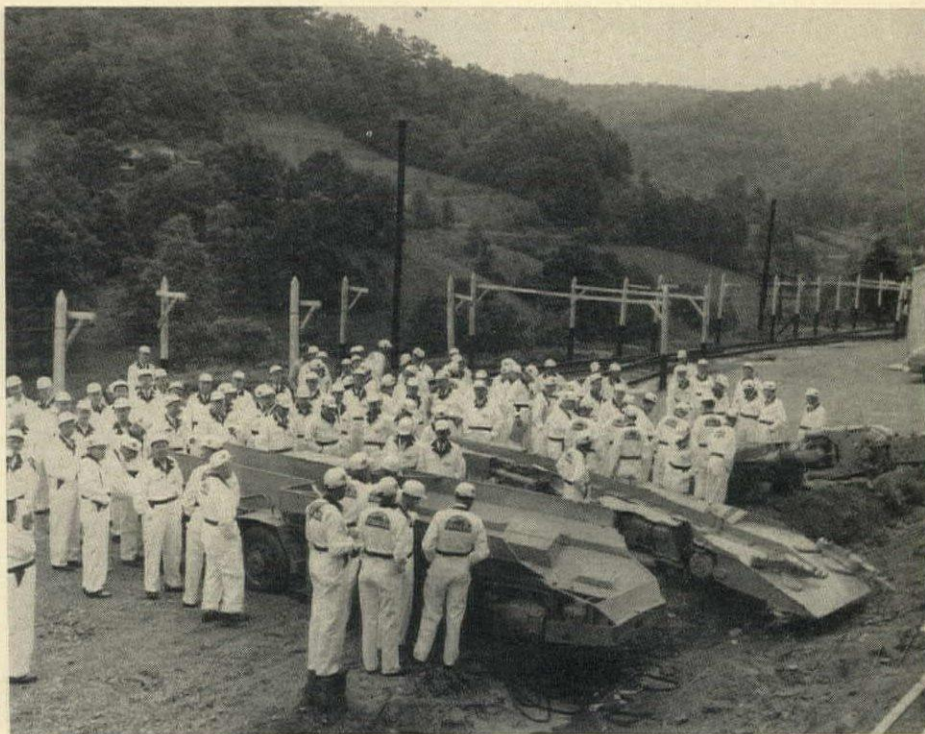
tional heat and pressure, producing our "high-rank" coals, such as medium- and low-volatile bituminous coal and anthracite. Sometimes the additional heat and pressure came from the movement of molten rock oozing from the deep, hot regions of the earth into its outer crust.

Kinds Of Coal

The rank or degree of coalification of the higher-rank coals is determined from a chemical analysis called a "proximate analysis," which tells,

(Please turn page)

Below: Inspecting two new Loading Machines.



Below: Miners at the "face" working on track. Note protective hats and shoes, approved electric cap lamps, and self-rescuers.



(From preceding page)

among other things, how much moisture, volatile matter (material easily vaporized), and fixed carbon the coal contains. For the lower-rank coals, heating value and caking and weathering properties determine the rank classification. The rank of coal increases as the amount of fixed carbon increases and the amounts of moisture and volatile matter decrease. The moisture and volatile matter were squeezed and distilled from the coal by pressure and heat, thereby raising the proportion of fixed carbon.

Lignite Appearance

Lignite ranges in appearance from a light to dark brown, compact, dull, earthy mass to a bright, black, banded mass, and it yields a brown powder when ground or when rubbed over a rough white surface. As American lignite comes from the mine, it contains 30 to 40 per cent moisture. When exposed to the air, it soon slacks or falls to pieces because of loss of moisture. If it is not stored properly, it will take fire spontaneously. Although there are thousands of square miles of lignite deposits in the United States, production of this rank of coal is not yet important nationally. It is difficult to store, and its heating value is low, making it uneconomical to ship very far. However, lignite can be dried, briquetted, or made into gas suitable for the reduction of iron ore, the production of synthetic liquid fuels, and other uses. During the winter of 1949-50, the Federal Bureau of Mines, under congressional authorization, was constructing a Lignite Research Laboratory at Grand Forks, North Dakota, where all phases of the mining, preparation, and utilization of this abundant fuel resource are to be studied intensively.

Sub-bituminous coal is black; and as it is mined, it looks a great deal like bituminous coal. The range of heating value of sub-bituminous coal is the same as that of high-volatile bituminous coal. Sub-bituminous coal is entirely non-coking. Like lignite, it weathers or slacks rapidly upon exposure to air and is subject to spontaneous combustion if not stored properly. Because of the same disadvantageous features as lignite, it is used principally in the areas where it is mined.

Bituminous coal is the most abundant and widespread rank of coal in the United States. It is the coal used most commonly for industrial power, railroads and heating purposes. Bituminous coal may be either coking or non-coking. This property is not based on the rank of the coal, but rather on whether it will produce a coke when

processed in a coke oven. Nearly all eastern bituminous coals have coking properties, but many of the western bituminous coals are non-coking or free-burning.

A coking, or, as it is sometimes called, "caking" coal, is one that softens and runs together when it becomes almost hot enough to take fire. As it is heated further, some degradation of coal substance occurs, and the volatile matter escapes as a gas. When the coal is heated red hot in a sealed oven where there is little or no air, a dull, gray, porous mass called coke remains after the volatile liquids and gasses have been driven off. Because coke consists largely of fixed carbon, the coking process is often called "carbonization." Coke, and the gases liberated during the coking of coal, have many important uses.

Non-coking bituminous coal may look like coking coal, and its composition may be similar, but it burns freely without pronounced swelling. Instead of a porous mass, it leaves a char or powdery residue. Non-coking and coking bituminous coals can be used interchangeably for many purposes, such as fuel for power plants, railroads, and heating and cooking. There are some purposes for which the coking coals are required, the principal one being the making of coke for smelting iron ore in the blast furnace. Non-coking coals are preferred for cement and tile burning, for which a high heating value and high proportion of volatile matter is desirable.

Most bituminous coals appear black and lustrous in the pile; but, if you look at them closely, you will observe a banded structure with alternate layers of bright, glossy coal and of dull, grayish-black coal. In some coals this dull material predominates, and these coals have a dull, grayish-black appearance.

Anthracite, sometimes called hard coal, has a brilliant luster and a uniform texture. If you handle anthracite, it will not soil your fingers as does coal of lower ranks. Anthracite has a higher percentage of fixed carbon and a lower percentage of volatile matter than the lower-rank coals. It burns slowly, with a pale-blue flame free from smoke. Most anthracite has a somewhat lower heating value than the highest grade bituminous coals, but its lack of soot and the fact that it will burn longer without attention make anthracite an ideal domestic fuel, and most of it is now used for heating and cooking.

Cannel coals are made up almost wholly of attritus (leaf tissue), and are often rich in spores. Spores are the reproductive organs of the lower plants

that do not produce seeds. You probably have seen spore sacs as brown spots on the underside of fern leaves. The lycopodium powder commonly sold in drug stores consists of the spores of modern plants which are close relatives to the ancient club mosses, an important class of coal-forming plants. In the original coal swamps, the spore and seed cases of plants and finely divided particles of woody material floated upon the open water until they become water logged, sank to the bottom, and finally changed into cannel coal. Cannel coals are often rich in volatile matter and burn with a long, yellow flame. They used to be called "candle" coals because of the appearance of the flame and because many of them can be lighted with a match or a piece of burning paper. Cannel coal is used chiefly as a fire place fuel, but it is desirable coal for making illuminating gas when available in sufficient quantity for this purpose. It usually occurs in small lenses or deposits in beds of other coals and must be separated from the other coal during mining.

Boghead coal is a variety of bituminous or sub-bituminous coal that looks and burns very much like cannel coal. It is made up largely of the remains of algae, the water plants that form the greenish or brownish scum one often sees on fresh-water ponds and reservoirs in summer and fall. It is rich in volatile hydro-carbons that produce illuminating gas, sometimes as much as 15,000 cubic feet a ton. When distilled, it yields a great deal of tar and oil. Like cannel coal, it is usually found in small deposits or lenses.

How Coal Is Mined

Coal may be dug from the surface of the ground. This is called "strip mining." However, it eventually becomes necessary to excavate, and it is with this process that most of the problems of mining are involved. A shaft must usually be dug. Men must be sent into it. Ventilation must be provided. Means must be provided for dislodging the coal. The coal must be brought to the surface. All are complex operations involving expense and, always, considerable personal danger for the men.

Most of the deaths in mining are caused by the roof of the shaft giving way; a man may be buried under literally tons of rock. Inflamable coal gas, flooding, spontaneous combustions of several sorts, and ignited coal dust resulting in a chain reaction are also hazards that must be continually faced and continue to take a toll in lives every year.

After the surface has been penetrated, the men work at one face of the coal seam in a number of ways, depending upon the equipment available and the structure of the coal itself. A method commonly employed is known as "shooting." A hole is bored and filled with powder (usually black powder in pellet form) and the coal is then blasted loose. After "shooting," the roof of the mine is inspected and secured before the men are allowed to come up and continue operations.

The profession of coal mining is obviously not one for a person with claustrophobia, and the many demands made over the years for better pay and more safety are quite understandable. Economic depression in the early thirties brought many strikes and labor disputes of such intensity and scope as to become a part of American history. These involved questions of pay and protection, and focused the attention of the entire country on conditions in some of the smaller collieries.

Today, a miner makes thirty dollars a day. He works, however, an average of 130 days a year. (Coal mining is not seasonal, but demand is quite unpredictable.) For his protection, safety teams are maintained by both management and labor, as well as by federal and state government. The Virginia Department of Labor and Industry under Mr. Edmond Mac Boggs, with offices in Richmond, is empowered to inspect and even to close down any mine not taking every possible precaution. To this end, a number of teams of inspectors are maintained under the direction of Mr. Creed Kelly, whose base of operation is Big Stone Gap. The law specifically requires that a mining inspector must hold a mine foreman's certificate, first class, and must have had eight years of experience in mining, including work underground. The Chief Mine Inspector must have at least twelve years of the same experience. Inspectors are appointed by the Commissioner of Labor and In-

dustry; the Chief Mine Inspector is appointed directly by the Governor.

Before any mine can be opened for commercial operations, or before it is sold, a license must be obtained from the Department of Labor and Industry. Before this is issued, the mine must stand inspection. Mr. Mac Boggs checks for hundreds of feet of the roof and collapse of walls with a single cause of mine accidents, killing 28 men. Improvements in the support of the roof are being made. One of these is the "roof" in which a hole is drilled and a screw several feet long is driven into the rock. This applies additional pressure to strengthen the span and prevents the unstable layers of rock from falling above. This method has many advantages of not requiring supports from the floor and the danger of collapse due to the roof being damaged by men moving about is eliminated.

(Continued on page 10)

(1) A portable rock-dusting machine. (2) A federal coal mine inspector of the U. S. Bureau of Mines, testing the roof of a coal mine. Placing the fingertips of one hand against the roof, he taps the roof with a special-type metal bar. By listening to the vibrations through his fingers, he can tell whether or not the roof is safe. This is known as the "sound-and-vibration" method of testing, and is used widely throughout the coal mines of the nation. (3) A trolley locomotive showing equipment carried, including tools, jack, fire extinguishers and trip lights. (4) A miner at the "face" boring a hole prior to shooting.



Invest Money in Coal Land and You May Realize a Fortune . . . or Lose One

THE FOREGOING TITLE applies to coal in many different phases.

I am a practicing lawyer, having been born in Tazewell, Virginia, where I lived until I was thirty-five years of age, and from there moved to Grundy, Virginia, nearly forty years ago, where I now live. Tazewell County is the birthplace of the famous Pocahontas No. 3 seam of coal in the 1880's, while Buchanan County has not had for sale, since the merchantable timber was cut, any commodity except coal.

When I moved to Buchanan County in 1919, which was just after the end of the first World War, there was no coal-carrying railroad in the county, nor was any constructed until 1931 when the Norfolk & Western built its Buchanan branch from Devon, West Virginia to Grundy, a distance of about thirty-eight miles. Just prior to that time, a considerable portion of

there were very few purchasers. One large boundary of coal, consisting of several thousand acres, was sold by its owner during the late 1930's in order to take the benefit of a huge loss for income tax purposes. The land was sold, free of liens, for less than a dollar an acre. At this time this tract of land has, by the present owners thereof, been leased to an operating company and the royalties on coal mined by it amount to twenty-five or thirty thousand dollars per year. This is a lease of what is known as "above water level" coal, or coal mined from drift mouths. The under water level coal on this land has been leased by option contract to one of the largest coal operating companies in the United States, which expects, at no great distant date, to be mining the fabulous Pocahontas No. 3 seam of coal which lies some eleven or twelve hundred feet under the ground at water level, or approximately at sea level. It is said that the Pocahontas No. 3 seam on this land is of generous thickness and of most excellent quality. This company is about to complete its drilling operations for which it reputedly has spent about one million dollars, and this land was sold less than twenty years ago for a mere pittance.

Today, some coal lands cannot be bought for any reasonable price. However, if coal lands are now bought for what is considered a reasonable price, the fickleness of the coal may prove that to be a bad investment. The coal in the outcrop may show up well, but partings, slate, other impurities and excess sulphur may show up at any time and make it impossible to sell the coal; or, on the other hand, some truck miner, with faith, may start into a seam of coal which looks bad at the outcrop and in about one or two hundred feet, the coal turns out to be of reasonable thickness and good quality. One seldom knows on entering a seam of coal what the future holds. Even if the seam of coal at the outcrop has the appearance of being without partings or impurities and of good, mineable thickness, the miner can be deceived by these possibly false appearances. He must obtain a sample of this coal, take it to a chemical laboratory and have it tested . . . certainly for a few things, and possibly for many, depending on the use for which the coal is intended. The ash content of the coal cannot be more than seven

the coal of the county had been bought up by investors. The current price was around fifteen to twenty-five dollars per acre. That price continued until the early 1930's when the owners of coal lands not able to pay taxes thereon, and being unable to raise any money with which to pay said taxes, had to sell for whatever they could get, or have the lands sold for the taxes. Many citizens of the county and others owning several hundred or several thousand acres of coal lands, lost them during the 1930's.

During the depression, and for some years thereafter, prices dwindled. Some of the coal was of inferior quality on account of impurities and partings in the seams, and some seams were of such thinness that it was not thought that they could be mined for many years to come. Coal lands could be bought for five dollars per acre or less, yet

COAL IS ICKLE

CLAUDE POBST

or eight per cent, and not much more than one per cent of sulphur. If the coal is intended to be used for stoves or in stokers, or for the making of steel, plastics and other things, the B. T. U. content, fusion point, grindability, hardness of structure, coking quality, shrinking quality and many other tests must be made. Sometimes coal from two seams is mixed to produce the desired analysis.

Perhaps the chief fickleness of coal is reflected in its per ton sale price to the consumer. Immediately after the first World War, when I moved to Buchanan County, no coal was shipped out of the county. We could buy coal mined within a mile of Grundy, hauled in a wagon and delivered into our coal houses for \$1.25 per wagon load (perhaps a little less than a ton). If we wanted lump coal, we would have to pay \$1.50 or \$1.75 per load for the coal so delivered. If we could use the fine coal and very small lumps left after picking the large lumps therefrom, we could get it for around \$1.00 per wagon load. At the same time, in other parts of the country, and perhaps immediately adjacent to the coal fields, coal was selling at ten, fifteen and even twenty dollars per ton. In a few years, and during the depression of the early 1930's, coal could be bought for probably one-tenth of those prices.

Thus I repeat, that in many, many ways, coal is fickle. I know of no other commodity produced by as many different persons and corporations and in the enormous quantities in which coal is produced, where the production and sale thereof vary so much through the years.

But in spite of the fickleness of coal, I personally know of many instances where coal miners have quit working for the larger mines and have gone into the truck mining business in a small way, perhaps borrowing a few thousand or even a few hundred dollars, and have been most successful and to such an extent that some of them are driving their own Cadillac cars and spending their winters in their own homes in Florida. On the other hand, I know of persons who have utterly failed and lost what they have in trying to operate small truck mines, many of such failures being charged to the condition of the coal seams which they tried to mine. In some instances, of course, their failures have been caused by improper mining.

In many, and perhaps most instances, neither the small truck mine operator nor the operator of the larger mines owns his own coal, but rather leases it from the owners who bought the coal perhaps fifty or sixty years

ago . . . or perhaps only a few years ago. The coal is paid for as mined, and that is called "royalties." Every owner of coal lands who leases to others has frequently found the leasing of coal to be fraught with uncertainty. Perhaps he has for some years been getting good, steady royalty, but when the coal on the land which he leased to the coal operator becomes unmineable for one of many reasons, (whether due to a change in the character of the coal, condition of the market, the appearance of too much sulphur or ash in the analysis of the coal, or "squeezes" materially reducing the thickness of the coal) the royalties to the owner are materially reduced, and sometimes eliminated. Then the owner of the coal land has a non-producing property on his hands on which he must pay taxes through the years or let the land forfeit for taxes.

The two following specific instances indicate clearly the fickleness of coal:

(1) In the late 1930's, two men bought approximately 800 acres of land in fee simple in one section of the county, and about 1,700 acres in another section of the county consisting of a little fee simple land but mostly coal and minerals only, for a total consideration of six thousand dollars. Within six or eight years the surface only had been sold for some eight to ten thousand dollars. The best seam of coal on the 800-acre block was leased, and during some five or six years thereafter, over one hundred thousand dollars was collected in royalties. No coal has been leased on the 1,700-acre block. Two other and inferior seams of coal on the 800-acre block are now being leased and produce something like five or six thousand dollars per year. It is expected that this will be increased. This is above water level coal only. It is fairly certain that the famous Pocahontas No. 3 seam underlies the 800-acre block.

(2) About 1939 one of the same men, with other partners, bought a 430-acre tract of land, about half fee simple and half coal and minerals, and sold it for forty-three hundred dollars. The purchaser of that tract of land, after collecting more than fifty thousand dollars in royalties and for timber sold, proceeded to sell the residue of the land for twenty-five thousand dollars in cash.

Thus the same man participated in a wise buy, but likewise, about the same time, participated in an unwise sale.

I repeat, coal is fickle.



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● NORTON, VA.

DAY NIGHTS
70 184 OR 129

CAUSES OF PEDESTRIAN INJURIES AND FATALITIES ON STREETS AND HIGHWAYS IN VIRGINIA DURING 1957

Data From Files of the
Department of State Police

by G. WATSON JAMES, JR.

"It is by presence of mind in untried emergencies that the native metal of man is tested."—From an essay by James Russell Lowell.

WE RECENTLY DROPPED INTO State Police Headquarters for a chat with Captain R. B. King, Safety Officer, with a particular object in mind—the progress in the fight to reduce highway accidents in the state. This was on July 17th, and Captain King came up with heartening news: after comparing the score on the day of our visit with the same day in 1957, his analysis of the figures indicated that Virginia might be heading toward her best year in the history of traffic safety. But it was agreed that another check be made later.

On September 5th, a second check was made with the assistance of Lieutenant B. E. Denton, Jr., Assistant Safety Officer, covering the first eight months of 1958. This revealed that: total deaths stood at 518, as against 587 for the same period in 1957; that there had been a decrease of 11.7 per

In this commentary based upon pedestrian accidents and fatalities in motor vehicle traffic during 1957, there is no intention to condemn, condone or pinpoint the circumstances motivating the pedestrians who were injured and killed. It is, rather, an attempt to analyze or synthesize from an academic or hypothetical viewpoint the deaths and injuries as reported under the various

categories as recorded in the statistics presented elsewhere in this article. If in the comments there are made assumptions or reactions of any individual who has studied the record in the light of knowledge of motor vehicle traffic as it exists today. The statistics are a summary of all accidents reported in Virginia in 1957 concerning pedestrians.

cent in over-all highway fatalities and a 14.7 decrease in pedestrian deaths (34 urban and 54 rural compared with 30 urban and 73 rural in 1957), and further, that the total deaths for the years 1956, 1955 and 1941 for the same eight month period proved the impact of the unending fight to save lives through instilling safety in the minds of the motorists and pedestrians. But at the same time, it brought up the unpredictable, unfathomable processes of the human mind on motor vehicle traffic in spite of concrete evidence of the day-in-and-day-out menace of death and injuries to both driver and pedestrian.

Take, for example, the pedestrian in the light of highway deaths and injuries. As Lieutenant Denton so pertinently summarized the situation: (1) Legal crossing signals often give the pedestrian a false sense of security; (2) Ignorance

of the pedestrian concerning the rules of the road; and (3) The age-old impression that the pedestrian always has the right-of-way.

"Not true legally," as the officer pointed out, "because the legally licensed operator knows this to the contrary. He has studied the rules of the road."

So on this premise, we examined the pedestrian record for 1957, bearing in mind that out of 2,344 pedestrians reported on, 2,183 were injured and 161 killed.

Consider the following categories:

Crossing at Intersection with Signal

Here we have to rightly assume that, by and large, the average pedestrian is aware that for safety's sake and in obedience to the law, he should cross streets and highways at an intersection, preferably where there is a signal; also that in the tender age groups, a child's actions are unpredictable. He doesn't "think", which might in a measure account for the 13 injuries in the age groups 0-4 and 5-9; but which focuses the responsibility upon a lack of parental or other adult supervision, and that continuous and special instruction should be given the child to think before he walks or runs at an intersection and under what conditions. On the other hand, the fact that 18 were injured in the age group 10-14, where the children have been instructed both in school, by traffic officers and members of their own safety patrols in safety, gives food for much speculation. Then what is additional food for speculation and censure, if you please, reader, is that beginning with the age groups 25-34 through 45-54, there was a steady increase in injuries, the peak of 32 injured and one killed in the 45-54 group, where, it is reasonable to assume, mature judgment should be the rule.

PROTECTION OF PEDESTRIANS AND WHEN THE PEDESTRIAN HAS THE RIGHT-OF-WAY

From the 1956 edition of the Motor
Vehicle Laws of Virginia

ARTICLE 5.

Protection of Pedestrians.

§ 46-243. Pedestrians crossing streets.

—When crossing highways or streets within incorporated towns and cities, pedestrians shall not carelessly or maliciously interfere with the orderly passage of vehicles. They shall cross wherever possible only at intersections. They shall cross only at right angles. Pedestrians crossing highways or streets at intersections shall at all times have the right of way over vehicles making turns into the highway or streets being crossed by the pedestrians. (1932, p. 655; Michie Code 1942, §§ 2154 (126); 1944, p. 616.)

§ 46-244. Right of way of pedestrians.—The driver of any vehicle upon a highway within a business or residence district shall yield the right of way to a pedestrian crossing such highway within any clearly marked crosswalk or any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block, except at intersections where the movement of traffic is being regulated by traffic officers or traffic direction devices.

No pedestrian shall enter or cross an intersection regardless of approaching traffic.

(Continued on page 20)

And then, the peak of injuries in *daylight* more than doubled those sustained in *darkness*.

Crossing Against Signal

One hundred and nine out of 110 pedestrians were injured and one killed. As 11 were injured and one killed in the 25-34 group, we are confronted with several assumptions, per se. Did they think they could make it because they were in the active class, in spite of common knowledge that it was against the law? . . . and, if killed or injured, they would have no recourse? Again, out of the total, as more were injured in *daylight* than those at dusk or in darkness, did some of the injured and those killed ignore a traffic officer's signal or traffic light? Were some or all of the children injured accompanied by adults? In the last analysis, all things considered or assumed, the law is perfectly clear with respect to crossing against signals.

Crossing, No Signal

Here, the figures tragically tell the story, and first point to the "unpredictable" child in the age group 5-9, where there were 75 injured and three killed. Again the question arises concerning the 34 injured who were in the age group constantly being instructed as to safety on the highways and streets. What assumption can be made but that of "no regard for personal safety," aside from a knowledge of the law in the case of the 19 injured and one killed in one of the maturity groups (35-44)? As the age group ascends, we note 23 injured and four killed in the 55-64 group, where in some cases certain physical infirmities might have been a contributory cause. But at the same time, these were minds that should have been alert to danger and cognizant of the law, there also, the perplexing comparison of more than double the number (77) injured in *daylight* than in darkness. Which is more easily explained—the cause of six being killed in daylight, or the same number of fatalities in darkness?

Crossing Diagonally

First, the reader's attention is directed to the motor vehicle laws governing the "Protection of Pedestrians," printed elsewhere. In essence, pedestrians can cross diagonally at an intersection under certain clearly defined rules. Did all the injured and killed do so? Here, for the sake of a defensive argument, how many of those victims had never driven an automobile and therefore had no knowledge of the law under discussion? It none of them had, on the other hand, is it not fair to assume that, with the exception of the

"tots" injured, the rest of these pedestrians through personal experience such as perhaps being a passenger in a car or through the newspapers and other means of public information, didn't have some realization of the danger of crossing a street or highway diagonally? . . . and if residing in any city, town or county where diagonal crossing was permitted, were they not familiar through personal experience or by observation with the rules governing such action? These statistics reveal that as the age groups ascend, injuries and fatalities rise almost consistently. What was in the minds of some of the 22 injured and the seven killed? Did they have planted in their minds the old but incorrect adage, "*The pedestrian always has the right of way.*" Solve for "X" with this one, reader!

Crossing, Not at Intersection—Urban

Large or small, a city is a system of intersecting streets and avenues where a large or small number of inhabitants live, walk or ride, conduct businesses, seek amusement, worship in churches, and, where during nine months of the year, hundreds of children attend school and oftentimes have to negotiate, as do their elders, arterial streets carrying heavy vehicular traffic. The larger the city or town, for that matter, the greater the traffic hazard exposure. But cities and towns have traffic lights and other traffic controls, either mechanical or physical. These "traffic lifeguards" are present at intersections where the volume of traffic dictates that hazards are the greatest to human life. The inhabitants know that day and night these lifeguarded intersections provide protection from death or injury for the seeking. They also know that where traffic lights are not at intersections, such intersections are usually well lighted and common sense should take the place of the mechanical or physical lifeguards.

Yet examine the frightening record of the pedestrians injured and killed. Total reported: 497. Of this number, 413 suffered injuries and 14 were killed, with 330 injuries and four fatalities in daylight.

Crossing at Intersection—Rural

This classification of injuries and a death toll of 50 and 242 injured out of 292 reported, is staggering at first glance. But there are several questions to be asked and assumptions to be made—academic or hypothetical—before the actions of these pedestrians are dismissed as "reckless or inexcusable." How far did the pedestrian have to walk to reach the nearest intersection? Not

(Please turn page)

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RESOURCES OVER \$6½ MILLION

BEDFORD, VA.



(From page 13)

having the accident reports in each case before us, we can only hypothesize by reason of our familiarity of highways with intersecting roads or lanes that in many instances, possibly rather than traverse the distance to the nearest intersection, some of the injured and killed "took a chance" at crossing a heavily laden traffic highway and lost! Were the others—with the intersections close by—too much in a hurry? . . . or was it too much bother? The answer was the same: injuries and deaths. Of course there is the factor that although some of the injured and those whose lives were snuffed out *did* cross at an intersection, they were mowed down by a reckless driver who—to his muddled and irresponsible way of thinking—had the right-of-way to the contrary notwithstanding. Referring to the columnar list, the reader will see that some

pedestrians were killed in all age groups, and that the highest number suffering injuries were in what might be considered the age group of discretion. Also, more were injured in daylight. Score: 157!

For the preservation of space, we will now consider, as briefly as possible, the scores in the three categories, (1) **Coming From Behind Parked Cars**, (2) **Getting On and Off School Buses**, and (3) **Playing in Roadways**.

An examination of the statistics with reference to (1) and (3) clearly demonstrates that the unpredictable age groups of 0-4 and 10-14 were the heaviest hit. It poses the same comments as before: lack of parental guidance for the "tots" . . . and why—with safety instruction drilled into them—the 10-14 group should have suffered so heavily. There seems no sensible excuse for the injuries and deaths in

the *adult* age groups in (1) and (3).

As to the low school bus score—when compared with the two categories just analyzed—it is tremendously encouraging. It is largely due to the tremendous emphasis laid on the dangers by safety officers, police, and school authorities, strict laws, rigid mechanical inspection, and the increasing co-operation of motorists in this respect.

Getting On and Off Other Vehicles

Apparently the age group 45-54 stood "head of the class", topping those in the more infirm class of 65-74. It's anybody's guess. The field is open, reader.

1. **Walking in Roadway With Traffic (Sidewalks Available).**
2. **Walking in Roadway With Traffic (Sidewalks Not Available)**
3. **Walking in Roadway Against Traffic (Sidewalks Available)**
4. **Walking in Roadway Against Traffic (Sidewalks Not Available)**

Wouldn't common sense have dictated that walking "with" traffic (that is, with one's back to oncoming vehicles) was, in the first place, packed with danger unless one had eyes in the back of his head? And if a sidewalk was available, why use the roadway? Likewise, it would appear that caution, common sense or just plain "horse sense" would have motivated the pedestrian, when a sidewalk was not available, to cross over to the other side of the roadway so he could face oncoming traffic for additional protection.

Then there is the toll of fatalities and injuries when walking in the roadway against traffic when a sidewalk *was* available. How can such actions be excused? Again, analyzing the score for "Walking In Roadway Against Traffic (Sidewalk Not Available)" . . . and barring the factor of the unsafe motorist playing hide-and-seek between the soft shoulder and the traffic lane in which it was legal and safe to operate—or the pedestrian suffering from impaired vision or under the influence of alcohol . . . then *eternal vigilance* was the only answer to maintain life or an uninjured anatomy. And for the most part, what was the dreadful penalty paid for stupid actions and illogical thinking—as revealed in the four categories? Read the record . . . if you have a strong stomach.

1. **Working in Roadway**
2. **Standing in Roadway**
3. **Lying in Roadway**
4. **Not in Roadway**

(1) By what interpretation can one justify 43 pedestrians injured and one killed working in a roadway? . . . unless some of these pedestrians were road

(Continued on page 19)

Slow Down! The Child's Life You Save Might Be Your Own!

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Daniel J. Korman, president of Cabell Eanes, announced recently that his advertising agency has been accepted as a member of the First Advertising Agency Group (F.A.A.G.). F.A.A.G. is a nationwide affiliation of independent advertising agencies. It was founded in 1928 to provide branch office services for its member agencies and their clients, Korman said. The group now has agency representation in 30 major cities.

Christiansburg's new \$350,000 Leggett's Department Store opened on August 28, according to a recent announcement by J. E. Tolley, manager.

The two-story building with 25,500 square feet of floor space has a rooftop parking lot for 40 cars, and there is an 150-car parking lot adjoining it. Completely air-conditioned, the store will have about 100 employees, Mr. Tolley said. The store will feature the latest fall lines.

In South Boston, Floyd L. Smith, formerly with C & S Tire Company in that city, has opened a business of his own to be known as Smith's Frigidaire and Custom Products.

The building to be used is being remodeled for the new firm by Burton and Hanlon Contractors. Mr. Smith has 13 years' experience in sales and service. He went to work for C & S on his return from the armed services in 1946.

Construction of a new plant in the Manassas area is expected to get underway in the near future, according to Grover P. Manderfield, vice president of Woodbridge Clay Products Company.

Upon its completion around January 1, 1959, the Manassas plant will employ some 50 persons and turn out between 50 and 60 thousand bricks a day. The new plant will be located on Route 661, south of the Southern Railway tracks about two and a half miles south of Manassas off Route 28.

Woodbridge Clay Products is affiliated with Rust Engineering Company of Pittsburgh, its president being S. M. Rust, Jr., of Leesburg. Manderfield will be in charge of operations at the Manassas plant.

The main store in the shopping area planned by Food Fair Stores for the 1600 block West Broad Street in Richmond will cost \$125,000, according to plans filed with the City Building Commissioner. Construction of the project covering about five acres will begin soon. It will have 23,392 square feet of space on the first floor and another 2,265 square feet on a mezzanine, with at least 43,000 square feet of space proposed for additional stores. Sketches

to tell the Virginia Story

show 359 parking spaces, most of which will be between the north line of Broad Street and the stores.

Food Fair is leasing the property from the Richmond, Fredericksburg and Potomac Railroad for 20 years. Eventually, about \$750,000 is expected to be spent on the buildings.

C. E. Thurston & Sons, Inc., has opened its new \$400,000 general offices and wholesale distribution warehouse at 850 Tidewater Drive in Norfolk for customer inspection in a formal program which attracted manufacturing representatives from many parts of the country.

The plant under construction for the past year on a 1.65 acre site is considered to be a model in utility and design. In addition to the main building, containing 45,573 square feet of floor space, a 52 by 120 foot extension is in progress for specialized use. A pipe

VIRGINIA BUSINESS REVIEW

by ROSEWELL PAGE, JR.

storage shed containing 2,240 square feet completes the physical structure. There is parking space for an on-site parking facility containing 22 spaces for employees, three for visitors and four for customers. Two spur railways serve the property.

Designed by John A. Simpson, Norfolk architect, the plant which fronts 154.5 feet on Tidewater Drive and runs to a depth of 237.5 feet was erected by I. B. Denny, Jr.. Operating head of the firm, which employs approximately 200 persons at Norfolk and in its Richmond and Roanoke branches, is C. E. Thurston, Jr., president, who took over from his father at his death in 1948. Other officers include Mrs. Eulalia E. Thurston, widow of the senior Thurston, founder of the firm, chairman of the board; E. E. Owens, vice president-assistant treasurer; and Evelyn T. Daughtry, secretary-treasurer.

Announcement has been made of the recent establishment of a Civil Air Patrol Unit in Charlottesville. Lt. Cabell Mills has been appointed com-

manding officer of the new squadron, according to Col. Allan C. Perkinson, chief of staff, Virginia Wing, C.A.P.

Grant Preston, Jr., of Harrisonburg has purchased the New Market Pharmacy from Mr. and Mrs. Holmes R. Grimm, who recently acquired a drug store in Clifton Forge which they are now operating.

Mrs. Rosa Lee Almond, owner and manager of the Shenandoah Credit and Collection Company of Woodstock, announced that she had sold the business to C. Glenn Wilkins, also of Woodstock.

Mr. Wilkins has lately been connected with the Carr Publishing Company of Boyce, where he was editor of *Farm and Livestock*, a weekly publication. He will operate the credit company from his residence at 517 West Court Street, Woodstock.

Harwell M. Darby, president of the *Record-Advertiser, Inc.* of South Boston, has bought controlling interest from Watt Miles, editor and publisher of that weekly newspaper, *The Commercial Appeal*, which is delivered by carrier in Danville and vicinity on Monday morning. It started as an entertainment guide for Danville and later developed into a prize-winning weekly newspaper. *The Record-Advertiser* publishes two weekly papers, *The South Boston News* in South Boston on Tuesday and *The Record-Advertiser*, mailed in Halifax on Thursday.

Recently, Ralph G. Gunter and Carl Neese became the owners of the Callahan Farm Supply in Abingdon. These gentlemen will feature the Massey-Ferguson and the New Holland lines of heavy and light farm machinery. They will serve the farmers in the southwest Virginia area.

Christiansburg loses a plant to Greenville, Tennessee, in the near future. Sam Moore of Roanoke announces the transfer of the Sam Moore Chairs plant in Christiansburg to its new location. Mr. Moore is president of the firm.

Lynchburg-Westover Dairies, Inc., plans to erect a new dairy products plant in the 2800 block Fort Avenue at Kenyon Street, Lynchburg, according to Clarence L. Fleshman, company president and general manager. Estimated cost approximately \$535,000, plus another \$150,000 for equipment, the new plant is designed for high speed production of dairy products. It will be equipped with the most modern dairy processing facilities available and will approximately double the capacity of the present plant.

Lynchburg-Westover Dairies, Inc., was formed in 1946 through the merger
(Continued on page 22)

Welcome to the

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We invite inquiries. We cordially invite you to do business with us.

THE PEOPLES NATIONAL BANK OF ROCKY MOUNT

ROCKY MOUNT, VIRGINIA

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INDUSTRIAL WELDING & MACHINE COMPANY

Contractors - Steel Erection

Marion, Virginia

(Continued from page 9)

COAL IS KING

These safety devices include the safety lamp. In earlier days, miners carried cages of canaries into the mines to detect the presence of gas. These birds were very susceptible to gas fumes. The lamp in use today burns a special wick that increases its flame if there is any inflammable gas in the air.

These and other improvements have kept the number of fatal accidents in Virginia mines down to an average of about 30 a year since 1948, during which year there were 50 fatalities. Here is the breakdown on fatal accidents for 1957:

Total

Age:

Under 20	2
20 to 30	10
31 to 40	9
41 to 50	8
Over 50	8

Family Status:

Married	28
Single	8
Other and Unknown	1

Total Years Mining Experience:

Under one month	1
Six months to one year	1
Over one year	34
Unknown	1

Experience with Present Company:

Under one month	7
One month and under six	7
Six months to one year	5
Over one year	17
Unknown	1

Time of Accident:

Morning	22
Afternoon	8
Night	7

Cause:

Fall of face or roof	28
Haulage	2
Explosives	1
Tools and machinery	3
Miscellaneous	1
Boulder fell from high wall	1
Unknown	1

Occupation:

Foremen and assistants	1
Miners	19
Machinemen	7
Mechanic helper	1
Joy operator	1
Bratticemen	1
Trackmen	1

Slatemen and timbermen	1
Shuttle car operators	1
Shot firers	1
Miscellaneous	1
Tipplemen	1
Shovel operators	1

The Auger Mine

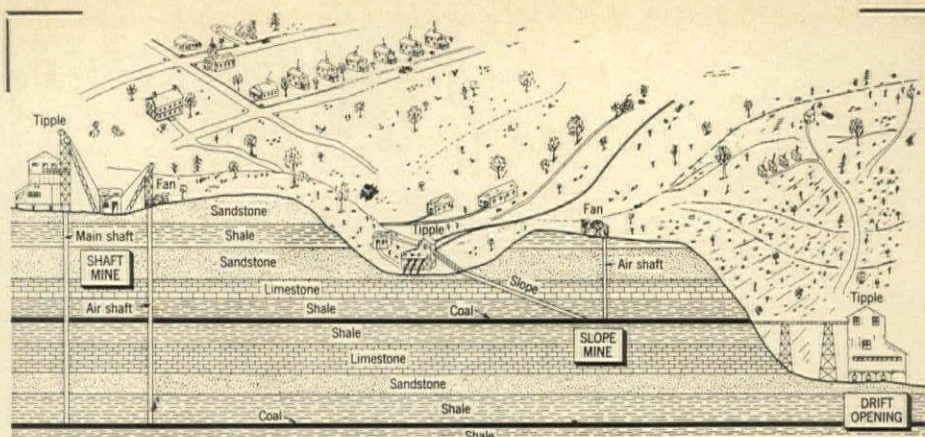
This type of operation is a very recent innovation. It was introduced about eight years ago. One of its advantages lies in the fact that the men do not descend into the ground. Auger mining follows the principle of the carpenter's brace and bit, drilling into the side of a hill and conveying the coal to the surface. After the face of the hill has been faced off with, say, a bulldozer so that the seam of coal is exposed, augers ranging from 26 inches to as much as 56 inches in diameter begin to drill into the side of the hill. Penetration to a depth of a hundred feet or more is not unusual. Such hazards as roof fall and gas explosion are completely eliminated when this method is employed.

While the technique of auger mining is still in an experimental stage of development, it may be safely said that it promises to become one of the most important advances in the long history of mining.

1957—A Record Year

According to the annual report issued by Commissioner Boggs, the amount of coal mined in Virginia in 1957 amounted to an increase of 2.0 per cent over 1956 and thus a record tonnage was achieved for the third consecutive year. This rise was in marked contrast to the nationwide drop of 2.2 per cent in bituminous and lignite industries. The 26,528,000 tons

(Please turn page)



A diagram showing the three types of underground coal mines.

In Russell and Dickenson Counties

A recent program of expansion, involving the Clinchfield Coal Company, the Norfolk and Western Railroad, and the Appalachian Electric Power Company, may well be considered the latest major development in the coal mining industry in Virginia.

- The first project, costing approximately 63 million dollars, is the Clinch River Plant of the Appalachian Electric Power Company. Unit One of this steam generating plant was completed on October 1st, 1958. When complete, the two-unit plant will produce 450,000 kilowatts of electricity, enough to service half a million people.
- The second project is the 20 million dollar expansion of the Clinchfield Coal Company, a division of the Pittston Company. This project includes the Moss #3 Mine and the Moss #3 Preparation Plant. This mine will initially produce 3 million tons of coal annually, or some 15,000 tons per double-shift operating day.
- The third project is the Sandy Ridge Tunnel of the Norfolk and Western Railroad. The tunnel, N & W's largest, is 8,240 feet long. It was started on July 3rd, 1957, and opened for use on July 28th, 1958.

The three projects comprising the program represent an outlay of 90 million dollars.

"We Have Enjoyed a Dozen Years of Serving Virginia's Mining Industry"

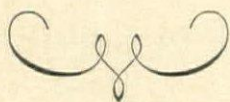
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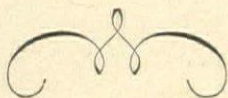
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To The
Great Southwestern Virginia
Coal Industry*



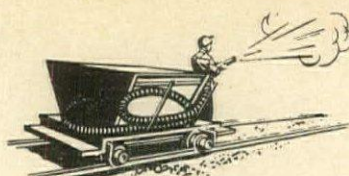
**VANSANT COAL
CORPORATION**

**DOMINION COAL
CORPORATION**

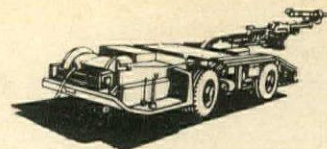
**VANSANT MINING
CORPORATION**



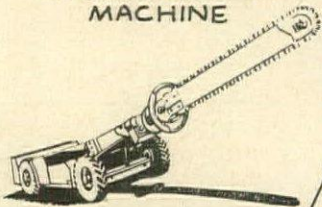
GRUNDY, VIRGINIA



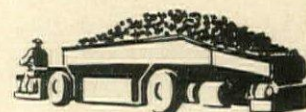
**ROCK-DUSTING
MACHINE**



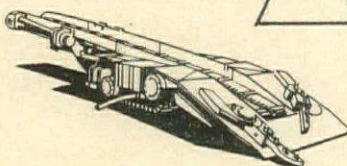
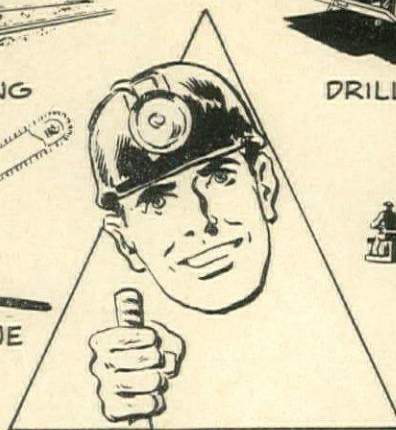
DRILLING MACHINE



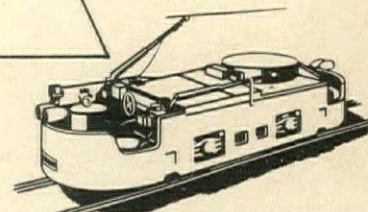
CUTTING MACHINE



SHUTTLE CAR



LOADING MACHINE



MINE LOCOMOTIVE

(From page 17)

mined consisted almost entirely of bituminous coal. About 27,000 tons of semi-anthracite coal were produced in Montgomery County.

Buchanan County continued its strong output and retained its lead over other counties in Virginia in 1957. Her 10,671,000 tons were about a million under those produced in the preceding year.

Dickenson County produced 5,000,000 in 1957 and Russell County doubled its 1956 output, producing some 2,700,000 tons. Tazewell County

mined 1,100,000; Lee County, 393,000. Montgomery County recorded 27,000 tons, and Scott County 17,000 tons.

The 15,693 persons employed in Virginia's coal mines include 1,456 not so employed the previous year. The 14,988 production workers were paid \$57,394,377 in salaries, totally. The Division of Mines under Mr. Creed Kelly records 4,608 inspections.

The information contained in this article was compiled from sources furnished by the Virginia Department of Labor and Industry.

*One of Southwest Virginia's Greatest Assets Is
The Tremendous Coal Mining Industry*

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HONAKER, VIRGINIA

V. Pedestrian Actions by Age and Light Conditions	Total Pedestrians	Pedestrians Injured	Pedestrians Killed	PEDESTRIANS KILLED AND INJURED																		
				AGE													LIGHT CONDITIONS					
				0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	75 & over	Not Stated	Daylight	Dusk	Darkness	Not Stated
01. Crossing at intersection—with signal	182	182	2	4	9	18	6	6	20	24	32	22	19	14	9	1	118	91	55			
02. Same—against signal	110	109	1	5	20	11	5	7	11	10	5	4	5	8	8		66	51	37	1		
03. Same—no signal	281	267	14	18	75	34	11	5	18	19	20	23	18	8	18		177	126	75	3		
04. Same—diagonally	29	22	7	1	7	4			1	3	1	3	13	12			10	23	10			
05. Crossing not at inter. - rural	292	242	50	38	22	31	10	9	16	13	20	10	13	8	1		157	19	65	1		
06. Crossing not at inter. - urban	487	483	14	73	167	50	16	13	25	31	33	23	22	11	19		330	32	119	2		
07. Coming from behind parked cars	380	371	9	95	183	31	6	4	6	12	10	7	8	3	6		298	19	52	2		
08. Getting on or off school bus	15	15	1	1	6	6											14					
09. Playing in roadway	113	107	6	33	52	15				1	1						56	88	10	9		
10. Getting on or off other vehicle	21	19	2	1	1	1	2	1	1	3	4	3	1	1			11	12	7			
11. Hitching on vehicle	23	22	1	2	7	2	3			4	2	2					18	1	3			
12. Walking in roadway - with traffic sidewalks available	19	16	3	1						1	4	3	3				2	7	1	8		
13. Same—sidewalks not available	66	54	12	3	4	11	8	2	8	3	7	12	12	1	3		4	24	310	27		
14. Walking in roadway - against traffic sidewalks available	14	14		1		2	3			2	2	2	1					9		5		
15. Same—sidewalks not available	42	35	7		2	6	1	2	3	4	5	1	2	3	2			13	5	22		
16. Working in roadway	15	43	2			2	1	6	8	8	1	9	7					31	27	2	14	
17. Standing in roadway	75	69	6	1	2	3	6	2	1	14	15	8	1	6	3			12	30	14	38	
18. Lying in roadway	20	11	9			11	12	23		2	2							1	2	8	9	
19. Not in roadway	118	103	15	2	15	7	9	14	15	11	7	10	9	2	4		8	2	4	3	17	
20. Not stated																						
Total pedestrians	2344	2183	161	293	616	231	89	72	10	151	160	21	16	35	218	144	87	1481	121	572	9	

5

38

FIGURES IN UPPER LEFT - PEDESTRIANS KILLED

FIGURES IN LOWER RIGHT - PEDESTRIANS INJURED



FIGURES IN UPPER LEFT - PEDESTRIANS KILLED

FIGURES IN LOWER RIGHT - PEDESTRIANS INJURED

PEDESTRIAN INJURIES AND FATALITIES

(Continued from page 14)

workers. Then, we all know that where men are legitimately so employed, the State Highway Department plasters the roads or highway with clearly visible warning signs. Other than this, the occasion for a pedestrian to work in a roadway (unless in some emergency) has no defense.

(2) Eliminate the injuries, the one death covered by the age groups 0-4 and 5-9 (those "unpredictables"), why 69 injured out of 75 reported injured, four of the fatalities were persons capable of thinking. Why should 38 suffer injuries and four be killed standing in a roadway in darkness? A roadway is not a legitimate meeting place for people. Why should anyone stand in a roadway unless it was a private one—and such roads are not governed by state law.

(3) Not all of them were drunks—that is safe to assert. And by no stretch of imagination can one draw any similarity between a bed and a roadway for the purpose of rest or sleep. Yet the score stands thus: out of 20 reported, 11 were injured and nine killed. Had any of those lying in the roadway who were killed been struck previously by a careless and reckless operator or the hit-and-run type? This is a charitable but unlikely assumption.

(4) This one is difficult to rationalize as the causes for the pedestrians injured

and killed might be numerous. But all the signs point to the reckless operation of motor vehicles or a drunk driver, resulting in the vehicle climbing a sidewalk or plowing into a field beside a highway, thereby in both instances most likely injuring or killing innocent pedestrians. The score, if you have not already seen it, was 103 injured and 15 killed, out of 118 reported. Eighty-two were injured and 12 lost their lives in daylight, which was way out in front of the injuries and deaths occurring at dusk and in darkness.

Epilogue

In the foregoing, we have piled assumption upon assumption. We have synthesized, analyzed, and asked academic and hypothetical questions to solve for "X" in the equation of the processes of the human mind, with particular reference to the cause of 2,183 injuries and 161 fatalities to pedestrians exposed to motor vehicle

traffic in Virginia in 1957, out of a total all-state figure of 2,344 reported to and in the files of the Department of State Police. Yet we are still wallowing in conjecture. In conclusion, we ask ourselves: are the fast-moving trends of world events, fear of destruction by nuclear bombs, the lack of responsibility so noticeable in our modern life of today, the disregard for the laws governing the safe operation of motor vehicles, the "it-can't-happen-to-me" false philosophy—are these some of the answers to why death and injuries stalk the highways and streets of Virginia as they also do throughout the nation?

There is, however, one fundamental truth in the whole outlook on these injuries and fatalities . . . as stated by Captain King during a recent interview. In short, "A pedestrian has a responsibility when using the highways just as the motorist has."

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PETERSBURG, VIRGINIA

Protection of Pedestrians . . . and When The Pedestrian Has the Right-of-Way

(Continued from page 12)

The drivers of vehicles entering, crossing or turning at intersections shall change **their** course, slow down or come to a complete stop if necessary to permit pedestrians to safely and expeditiously cross such intersection. (1932, p. 655; Michie Code 1942, §§

2154(123), 2154(126); 1944, p. 616.)

§ 46-245. **Stepping where they cannot be seen.**—Pedestrians shall not step into that portion of a highway or street open to moving vehicular traffic at any point between intersections where their presence would be obscured from the vision of drivers of ap-

proaching vehicles by a vehicle or other obstruction at the curb or side, except to board a street car or passenger bus or to enter a safety zone, in which event they shall cross the highway or street only at right angles. (1932, p. 656; Michie Code 1942, § 2154(126); 1944, p. 616.)

Conduct in violation of section.—See note to § 46-243.

This section applies to highways in rural sections as well as to city streets, and a violation of the statute is negligence per se. *Sprinkle v. Davis*, 104 F. (2d) 487.

§ 46-246. **Entering or leaving street cars or buses.**—When actually boarding or alighting from street cars or passenger buses, pedestrians shall have the right of way over vehicles, but shall not, in order to board or alight from street cars or passenger buses, step into the highway or street sooner nor remain there longer than is absolutely necessary so to do. (1932, p. 656; Michie Code 1942, § 2154(126); 1944, p. 617.)

§ 46-247. **Pedestrians not to use highways except when necessary; keeping to left.**—Pedestrians shall not use the highways or streets, other than the sidewalk thereof, for travel, except when necessary to do so because of the absence of sidewalks, reasonably suitable and passable for their use, in which case, if they walk upon the hard surface, or the main travelled portion of the highway, they shall keep to the extreme left side or edge thereof, or where the shoulders of the highway are of sufficient width to permit, they may walk on either shoulder thereof. (1932, p. 656; Michie Code 1942, § 2154(126); 1944, p. 617; 1950, p. 850.)

§ 46-248. **Playing on highways; skating, roller coasters, etc.**—No person shall play on a highway or street, other than upon the sidewalks thereof, within a city or town or on any part of a highway outside the limits of a city or town designated by the Commissioner exclusively for vehicular travel. No person shall use on a highway or street where play is prohibited roller skates, coasters or similar vehicles or toys or other devices on wheels or runners, except bicycles, tricycles, and motorcycles. Local authorities of cities and towns may designate areas on highways or streets where play is prohibited in which persons may be permitted to use roller skates, coasters or similar vehicles or toys or other devices on wheels or runners and, if such highways or streets have two traffic lanes, such persons shall keep as near as reasonably possible to the extreme left side or edge of the left hand traffic lane so that they will be facing oncoming traffic at all times. (1932, p. 656; Michie Code 1942, § 2154(126); 1944, p. 617.)

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§ 46-249. Penalty for violating preceding sections.—Any person convicted of violating any of the provisions of the six preceding sections shall be fined not less than two dollars nor more than twenty-five dollars for each offense. (1932, p. 656; Michie Code 1942, § 2154(126); 1944, p. 617.)

§ 46-249.1. When vehicles to stop for pedestrian carrying white or red-tipped white cane.—Whenever a pedestrian is crossing or attempting to cross a public street or highway, within the corporate limits of any city or town, carrying in a raised or extended position a cane or walking stick clearly visible above the body which is white in color or white tipped with red, the driver of every vehicle approaching the intersection, except where there is a traffic officer on duty or traffic lights in use, shall bring his vehicle to a full stop before arriving at such intersection or place of crossing, unless such crossing is controlled by a traffic light or a traffic officer. (1950, p. 1520.)

The numbers of §§ 46-249.1 to 46-249.4 were assigned by the Virginia Code Commission, the 1950 act having assigned no numbers.

46-249.2. Unlawful for person not blind or incapacitated to carry such cane.—It is unlawful for any person, unless totally or partially blind or otherwise incapacitated, while on any public street or highway, within the corporate limits of any city, or town, to carry in a raised or extended position a cane or walking stick which is white in color or white tipped with red. (1950, 1521.)

§ 46-249.3. Construction of §§ 46-249.1 to 46-249.4; failure to use cane or guide dog not contributory negligence.—Nothing contained in §§ 46-249.1 to 46-249.4 shall be construed to deprive any totally or partially blind or otherwise incapacitated person, not carrying such a cane or walking stick or not being guided by a dog, of the rights and privileges conferred by law upon pedestrians crossing streets or highways, nor shall the failure of such totally or partially blind or otherwise incapacitated person to carry a cane or walking stick, or to be guided by a guide dog upon the streets, highways or sidewalks of this Commonwealth, be held to constitute nor be evidence of contributory negligence. (1950, p. 1521.)

§ 46-249.4. Violation of §§ 46-249.1 and 46-249.2.—Any person who violates any provision of §§ 46-249.1 or 46-249.2, shall, upon conviction thereof, be punished by a fine not exceeding twenty-five dollars or imprisonment in jail not exceeding ten days, or both. (1950, p. 1521.)



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VIRGINIA BUSINESS REVIEW

(Continued from page 15)

of Lynchburg's oldest dairy in continuous operation, the Lynchburg Dairy, Inc., formed in 1906, and the Westover Dairy, Inc., organized in 1936.

The plans for the new building were prepared by Eubank and Caldwell, Inc., of Roanoke, and Fred B. Fuqua of Lynchburg is the general contractor.

IN THE NEWS . . .
Winston C. Baber, formerly of Lynchburg, has resigned as president of the Augusta National Bank at

Staunton to become executive vice president of the Moody National Bank in Galveston, Texas. . . . **H. K. Plott**, regional manager for Liberty Mutual Insurance Company, announces the promotion of **W. T. Hadden, Jr.**, to resident representative of the company's Lynchburg office. . . . **Charles T. Pauley** has succeeded **W. L. (Cy) Brown** as cashier of the Farmers National Bank of Salem. Mr. Brown resigned because of ill health.

Henry E. McWane, president of

Lynchburg Foundry Co., announces the promotion of **W. Edward Masencup, Jr.**, from the position of manager of standards to assistant general manager of the company. Masencup will be succeeded in his former position by **W. S. Williams**. . . . **S. W. Rawls, Jr.**, of Franklin has been made a member of the education committee of the U. S. Chamber of Commerce. . . . **Richard H. Velz** has become director of public relations for the A. H. Robins Co., pharmaceutical manufacturers in Richmond. . . . **Hon. G. E. (Fritz) Heller**, former member of the Virginia Senate and retired Bedford druggist, has recently been elected commander of the American Legion in Virginia at the annual convention of the legion in Roanoke. . . . **Craddock Goins**, veteran newspaperman of Baltimore, Md., has recently been named editor for the *Journal Messenger* at Manassas. He succeeds **Bob Graves**, recently resigned. . . . **James S. Day**, vice president in charge of operations for the Tidewater Telephone Company, announces the appointment of **Joseph D. Altaffer** as manager of the Kilmarnock Division of the company. . . . **Alvin H. Hechler** has been elected vice president of the Bank of Henrico, according to an announcement by the bank's president, **T. G. Layfield**. . . . **Warren N. Stanbury**, manager of the Roanoke office of the C & P Telephone Company, has been named district manager of the company. He succeeds **Charles N. Copeland**, who will become the company's commercial manager at Culpeper. . . . In a six-way switch, the Norfolk & Western Railway has made the following promotions and changes: **H. G. Rardin** has been promoted to general freight traffic manager, rates and divisions, and several other changes have been announced following the retirement of **Carroll F. Keeley**: **C. H. Pertner** is successor to **Rardin** in his former post; **J. R. Cutright** and **E. P. Pettigrew** become assistant traffic managers, promotions with the same title; **R. N. Ligon** advanced to Pettigrew's former position; **J. R. McMichael** replaced Ligon with the same title; **R. B. Pleasants** was made assistant general freight agent, succeeding **McMichael**; **R. N. Hill, Jr.**, advanced to chief of the division's bureau of which he was formerly assistant chief clerk. . . . And word has come that the *Saturday Evening Post* has announced it will accept liquor and beer advertising effective immediately—after 230 years. . . . **Clarence B. Hale** is the newly appointed business administrator and secretary-treasurer of Johnston Memorial Hospital in Abingdon. He succeeds

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Roy C. Brown, who joined the staff of Emory and Henry College. . . . Ryland B. Claiborne, of Skipwith, Virginia, has been elected to the board of directors of Farmers Bank of Boydton. . . . Elmer H. Kirby, formerly assistant manager of the Stanleytown Mercantile Co., is the new postmaster at Stanleytown. . . . Commander William A. Saunders, U.S.N. Ret., has been named chairman of the National Defense and Maritime Affairs Commission for the Department of Virginia of the American Legion. . . . R. B. Taylor, owner and operator of Taylor Motor Co. Ford Sales & Service, is president of the Urbanna Merchants

Association. . . . Robert Neal Woodall, native of Lynchburg and assistant vice president, traffic, of the Southern Railway System, is a vice president of the Norfolk & Western Railway as of October 1st. . . . Richard C. Tucker, manager of Hercules Powder Company at Radford Arsenal, announces that

James E. Settles has been promoted to production manager, and Charles R. Edwards to production supervisor for Hercules. . . . Paul B. Hefner, former vice president and general manager of Robins Oil Co., Richmond, has become Hartol Petroleum Company's Southern Division manager.

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THE MYTH OF LINCOLN

(Continued from page 5)

all that. He lived out a complete tragedy, dying from an assassin's bullet at the moment when the illusion of crusade still cloaked the victory of the forces of destruction he had loosened on citizens whom he regarded without malice. Because his death left Lincoln uninvolved with all the rottenness that resulted from the victory of his forces, his legend is given a pure dramatic line that *assumes* the end would have been different if only he had lived. By this handy assumption, history in America has managed to jump neatly over the Reconstruction period in the South (with a sort of "Oh, Pshaw, how unfortunate") and to treat of the non-Southern post-war period as if totally disconnected with Lincoln.

Yet, this figure, adjudged to be greater than Washington, did set into being the forces that caused both Reconstruction in the South and the cynical age of materialism in the North that led to today. Because these periods were covered by the sanctity of Lincoln's crusade, and the Myth of Lincoln forever separates him from any responsibility in post-Civil War America, we have received the bitter heritage of forcible experimentation in social structures *as if it were a positive good*.

Because Lincoln, the expedient Emancipationist, did not live to see the problems which he recognized his war measure would create, the abstract of the Lincoln myth can be applied to forcible experimentation today.

If any truly interested person will study the facts, it is fairly obvious that what Lincoln achieved with his expediency was to pit race against race. Lincoln, to save the Union, made a reality of the Southern people's deepest fear of attacks from Negroes. Without a doubt, the 200,000 Negroes who fought against the Southern whites—more than the combined armed forces of the Confederacy at the end—made a contribution to the subjugation of the South. Without a doubt, too, the South was hurt by the millions of dollars in property in slaves who were induced to leave their work and the plantations abandoned through the fear of loosed slaves incited by their saviors. In a total war, these were certainly effective methods of reducing a people to submissiveness.

But what comes after? Could any word or act of Lincoln have stayed the forces of conflict set in motion? The conflict of the Negro and the white was made an essential part of the Southern people's struggle for independence, and the Southern people were forced back into a union in a condition of inter-racial *conflict*.

No one will argue that the Southerner did all possible to resolve the fairest relationship between the races in an entangled social structure, but it is also unarguable that it is not the Southerner who has re-activated the element of *conflict*. Considering that such solutions as the South has made were effected in spite of an atmosphere

of antagonisms—and, at the extreme, of hatred—it would seem that Southerners have, on the whole, displayed a willingness to let by-gones be by-gones and to cultivate within the range of the possible a spirit of amity. But this second application of social experimentation by force struck too close to old wounds and followed too closely the Civil War Reconstruction pattern of pitting races against one another in such a manner as to re-create an atmosphere of hostility and distrust.

It is not improbable that the recommendations of Swedish sociologists might have been adopted less wholeheartedly in re-writing the Constitution if proper study had been given to the legacy left in the South by the practical application of Lincoln's tampering with a social structure. And it is highly probable that the legacy in the South would have been more apparent to this new rash of humanitarians if Lincoln in his human guise were separated from the myth—particularly as applying to him as the "friend of the South."

Lacking a vindictive spirit to the South does not equate with friendship—not when Lincoln forced an upheaval in a people's society as a means of assuring the success of force-of-arms against and among those people. Granting all good intentions, Lincoln forcibly realized his "vision" of Union by using a diverse group of powers whose purposes were quite different from his own: there were the avowed Southern haters, the money-interests, the lunatic fringe of abolitionists and the expedient politicians. Seen without the protective aura of the Lincoln myth, this collection of interests bent on the subjugation of the South would be seen to be exact precursors of "pressure" groups today bent on their own self-interests at the expense of the social structure of the South.

This continuation of cynically self-interested motives would be apparent today if Lincoln's assassination had not removed him from all association with the groups which he used for his ends during the war but which he could not have controlled afterwards. Maybe even some of the mists of the myth would be cleared away by a recognition of the enormity of the ego that assumed *he* could restrain the forces of destruction which he had set in motion and turn back the tides of hatred his acts engendered. If such supreme egoism were offered any country or group today as constituting friendship, the reply would be made in a current vulgarity, "Who needs such friendship?"

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LETTERS

We are all delighted by the wonderful job you folks did with the April issue of *VIRGINIA RECORD*. Your "Orange Area Profile" is excellent.

All of you should be proud of the work you are doing.

Thanks again for your help and cooperation.

Richard H. Matthews
Virginia Metal Products, Inc.
Orange, Virginia

On behalf of the Old Dominion Purchasing Agents Association, I wish to express to you and your staff our hearty appreciation for the wonderful history and pictures of our Association published in your current issue.

I am not a subscriber to this magazine and would greatly appreciate several, up to ten, copies for my personal use providing you have them available. Please bill me for any additional copies you can let me have.

Again, many thanks for the superb article.

Sincerely,
M. E. Robinett
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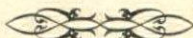
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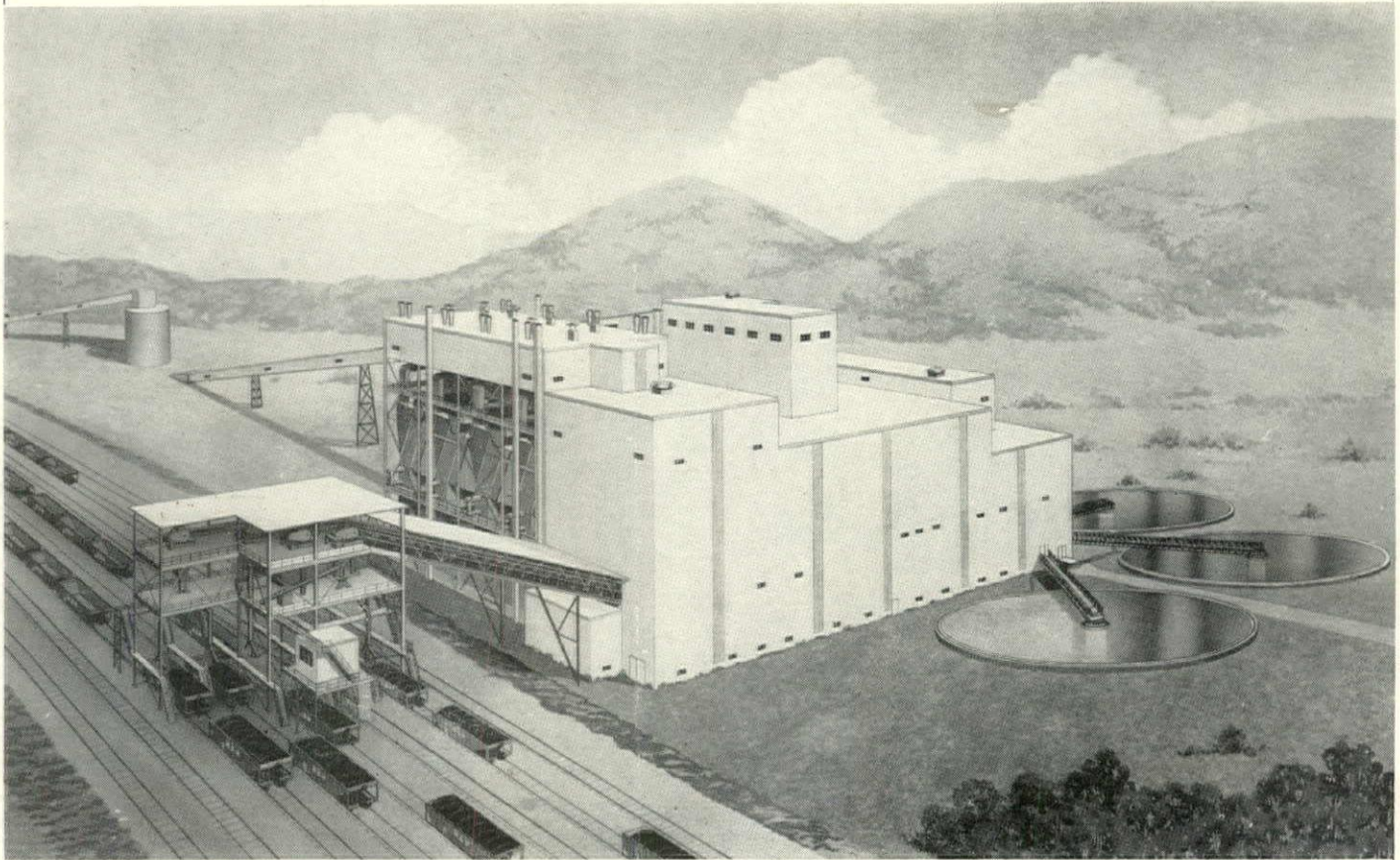
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