

Kingston

Sketch of Kingston Development

By A. B. Rawn

In the midsummer of 1900, the Big Sandy Coal & Coke Company, which name was later changed to Solvay Collieries Company, began the consideration of that property upon which now stands Kingston. Mr. J. C. Rawn, general manager, having his associate Dr. L. C. Jones, vice-president of the Big Sandy Coal & Coke Company. Both, personally, made a reconnaissance of the property, in a preliminary way. This combined with the tests of coal hauled in wagons from old test opening No. 17 four miles to a railroad and then shipped to by-product ovens argued for more thorough prospecting of the property. Accordingly Mr. J. C. Rawn, assigned Mr. Frank Porter, then outside foreman at Marytown and D. D. Smyth, then engineer, now superintendent at Springton to this work which was performed in such a manner that, during November positive conclusions were reached and the property was acquired. Early in 1910 (February), a temporary store and office building together with a six-room and three-room house (those now standing at the first base line at the ball field) were sufficiently completed to permit of their occupancy by the first superintendent of the property and the first bookkeeper. By May, 1910 the contract for the railroad to be built from the mouth of Milburn Branch to the end of Kingston yards had been awarded, and between four and five hundred men, carpenter, masons, grade men, timber men, teamsters and mine men were busy hewing Kingston from the rough. Difficulties were many and varied for all supplies goods and material had to be hauled in wagons, from where Westerly now stands and also from Lively (on the Virginia R. R.).

With consideration to all those conditions complicated by bad roads and winter season progress was good with thanks to be given to those diligent and faithful assistants to whom fell in a great measure the work of forgetting hardship and difficulties and did get results. Of those so deporting themselves there stands out in pre-eminence the names of Tom Lavender, Jess Knode, Rosario Mangone, C. H. Sigmon (the boss carpenter now superintendent at Westerly), C. A. Warden (then mine foreman now assistant to the general manager), Charlie De Corte, mason, Steve Costi, Domineck Ruggianno, Tony Raneir, and not least among them being those good, hardy citizen of the neighborhood who today have felt the wisdom and prudence of assisting industrial development. Among those, memory dictates that Harry Aliff, Luther, Luther Rinehart, Henry Resse, John Bell Powers, John Armstrong, J. W. Coleman and Emory Wriston should stand on the honor roll, as having encouraged by their labor and advice, progress and prosperity to themselves and to posterity.

On June 23, 1911 coal was first loaded into railroad car by use of No. 1 supply plane and a temporary tippie. Mine development had been in progress for months so that shipments started in a manner to tax completely the capacity of the make shift inclined plane. However, this means was used until March, 1912 at which time No. 1 conveyor and central steel tippie were put into use. Shipments from mines No. 1 and No. 2 only continued until 1916, when mines No. 3, No. 4 and No. 5 were made to be producers. Within this period, Westerly property was acquired (May 1913) and has since become in fact a portion of Kingston property.

To narrator with exactness the evolution in the building of Kingston, step by step is not permitted in the space assigned for this purpose. Today, it is an accepted fact by all those advised, that in no district or state is there a mining village that offers so much to people following mine work. The houses, water works, fire protection, store facilities amusement buildings, good roads, athletic grounds grade schools, lodge buildings, welfare work, churches and with all a superior class of people is a long, long cry from the barren and desolate Kingston site of 1909 and 1910. Then it that the few log cabins occupying Milburn valley with lean hounds and pale faced children void of any chance for healthy play, useful work or opportunity to learn how to live proper and useful lives illustrated fully the scourge of idleness so closely akin to living death.

Today, Kingston with its 2,500 people too few of whom stop to reckon with what effort Kinston has been made can still look forward to bigger things and better things, but the tie has passed when on set of individuals, only can make healthier growth by their efforts and their wish for health, happiness and contentment. Undoubtedly the time is at hand in Kingston's Garden of Eden when the affairs of the community must be guided by the prudent and wise cohesion and working together of all elements. False prophets and selfish motives cannot bring forth good fruit. Therefore, for the good of all, and of all those that are to be "Let's Go" cautiously and prudently to bigger and better things.

Description of Coal and Mining Conditions

By C. P. Anderson

Kingston W. Va., is located in Fayette County on a branch line of the Chesapeake and Ohio Railroad, 22 miles from Paint Creek junction, which points on the main line of the Chesapeake and Ohio Railroad. Kingston is 44 mile from Charleston, W. Va., the capitol of the state; 94 miles from Huntington, W. Va.; 256 miles from Cincinnati, Ohio, and 457 miles from Washington, D. C.

Kingston is one of the largest mining town in this state and is considered a model camp. Being located as it is on the head waters of Paint Creek and the mountainous section, the climate is idea: the summers are cool and the winters mild. The town is sanitary and everything possible is done to make the people happy and contented at all times. Community

welfare work is carried on under the auspices of the Young Women's Christian Association with the one idea of the betterment of ideals and raising the American standard of living. Community nursing is carried on and paid for by the company. The nurse also took charge of all girls organization.

The schools are as good as can be found in much larger cities. The teachers are the best that can be secured. The medical service is exceptionally good and employees are charged a small sum per month for this service. In connection with this the employees pay a small sum each month to the support of a hospital, which allows them to hospital service at any time at a minimum cost, which amount to about \$12.00 a year. There is also maintained at the plant an emergency hospital which takes care of all accidents until they can be sent to the large hospital. There is also a burial fund into which each employee pays a small sum each month and in case of death in their families all expenses are taken care of. This burial fund is run by the employees; they elect their own officers and conduct all of the business separate from the company, the company making collections for this burial fund through the office at the request of the employees.

The company also maintains two large Y. M. C. A.'s one for the white and one for colored employees, in which may be found all pleasures, such as bowling, pool, checkers, moving picture shows, leather shop, shower baths, reading room which keeps all of the daily papers and the latest magazines; also a good library with a good assortment of books; a soda fountain, chairs, tables, etc, at which may be secured all the drinks, etc., that can be found at any soda fountain. There is also two large fraternal halls, one for white and one for colored folk, in which the secret orders meet; also a dance hall where respectable dances are allowed to be held.

The company takes quite an interest in all outdoor sports such as baseball, volleyball, tennis, etc.

The store is one of the largest in the state in which can be found practically everything that is needed. The town has two churches, one for white and one for colored people. These are run under organizations appointed by the people and each church has secured the services of exceptionally good ministers. The company is willing at all times to help out in anything that is good for the community, as the people show a disposition to help themselves. The company encourages flower gardens and vegetable gardens and tries to keep the camp in a clean condition at all times. The houses are all exceptionally well built being sub-floored on stone foundation, painted and kept in a good state of repair. Nearly every house has room for a small flower and vegetable garden. Each house is lighted with electric lights and water is close to each house. At present there are 240 houses in camp and 40 more under construction and with the development work being done there will be a number more built.

The company endeavors to make the living conditions the best in the field in order to keep the best class of men. The town is absolutely free of any rough element, there being no

Gambling or drinking allowed on the premises. The employees of the company are the highest type of men and the houses are kept filled at all times; even with a bad car supply there are at least 95 percent of the houses occupied. The working conditions and living conditions are widely known throughout the state and it is no trouble to secure employees when additional ones are needed. There is a good feeling at all times between the management and their employees. The town is about equally divided between Americans, foreigners and colored employees.

The seam of coal worked is what is known as the Eagle seam, varying in height from 5 ½ to 7 feet. The capacity of the mine at present with a full car supply and miners is 2500 tons per day. The method of mining is what is known as the room and pillar method. All entries are driven 12 feet wide and rooms 20 feet wide, all rooms being turned on 95 foot centers. All tracks are made with steel rails. The mine is electrically equipped throughout, using 15 gathering locomotives and 5 haulage locomotives and 15 mining machines, firing and bonding is kept in first class condition. Safety first is practiced, and in order to see that each man gets everything he can and takes care of his own safety as well as others, there is an assistant mine foreman for each 30 men. These assistant mine foremen see that the mining laws are carried out and that timbering is kept up. The mines are drift mines with no gas. All the coal is cut at night, so that all the miners has to-do is to shoot and load his coal in the day time. The scale prices are paid for all classes of labor. With a maximum production the mine employees number 240 miners besides the day men. The average tonnage per man is about 14 tons per day. Owing to the good working conditions and personal supervision it makes Kingston a very desirable place to work. The mine now operated should keep up present tonnage for number years. New mines being opened up, which are mentioned in another part of this magazine should very nearly double the size of the present town and increase tonnage accordingly.

It is always the desire of the management to promote men from the ranks. Each employee is watched with interest and if he shows that he has the making of a good man in him he is taken care of. The majority of the employees always show willingness to look after the company's interests which is highly appreciated by the management.

The coal is dumped from the mine cars to picking tables where it is thoroughly cleaned and passed through a cast-iron pipe and then handled with a large belt into a tippie. It is then dumped into thirty-ton cars which are carried to a central tippie and loaded into railroad cars. It is then shipped to the by-product ovens where it is used by other branches of the company. The coal must be cleaned at all times in order that we may get the best results. Strict discipline is kept at the plant and in the mines. Each man is given a square deal and treated in a fair and impartial manner. The management is always ready to hear complaints and makes it a practice to take care of every man in every way possible. The people are always ready to respond at any time; to anything for amusements and to make Kingston a bigger and better place in which to live, which is appreciated by the company.

The company encourages thrift. The first of January this year they gave their employees

a chance to become stockholders in the company. The issued \$340,000.00 worth of stock which they sold to their employees at par value of \$100.00 per share, guaranteed 8 % dividends with the privilege of paying for it in ten monthly payments and redeeming it at any time after January 1st 1921 at \$105.00 per share. Calculations on this stock were that by taking the interest on whatever amount of stock was purchased and buying more each year it was possible to double the amount originally purchased in about nine year, this being far above the average investment. The employees responded heartily and were glad of the chance to become stockholders in the company and only hope that the company will give them the same chance next year.

Future of Kingston

(By F. H. Morton Gen. Supt.)

The mine development mine equipment and housing facilities of Kingston under present conditions are capable of producing approximately 2500 tons daily from the Eagle seam. This can be maintained for three years from that portion of the seam which varies in thickness for 5 to 7 ½ feet, with less than 8 inches of middle slate, without the drawing of any of the pillars. The pillars on this same territory will produce the same daily tonnage for twelve years longer. After this period of time there is almost unlimited room for development in coal from 5 feet and over, with 8 inches or more of middle slate at the worst 12 inches of clean coal which is underneath this parting.

Work is now under way toward the development of the Powel ton seam which is expected to produce 1000 tons daily and has ample territory to give this tonnage for a period of 25 years or longer in coal running from 6 to 8 feet with three small slate partings.

Plans have been perfected whereby work will be commenced next spring to develop two mines in the gas seam, with a combined tonnage of 1200 tons daily. This seam will afford working territory in clean coal 4 feet or better for approximately 20 years.

Both of the above seams have an exceptionally good top and should prove very popular with coal loaders, as the coal from both seams is very easily handled and earnings should break all records.

To care for the necessary labor for the new developments a building program is in progress which calls for the erection of 175 houses 79 of which will be finished this year.

To make Kinston a better place in which to live provision has been made for better roads, fences, sidewalks, etc., and work on these improvements will be started as soon as the other construction now under way permits. To make Kingston a healthful and safe place to live in, much thought is being given in sanitation and it is very much hoped that money will be provided for sewerage throughout the entire town unless some better plan is found. To make

Kingston a pleasant place to live in amusement and lodge halls have been provided, play grounds for the children are coming right along, baseball and other sports are encouraged and the management is always open for suggestions for improvements along these lines. Now to make Kingston a safe place to die in, we all should get busy and boost our local churches. This calls for individual effort on the part of every good citizen of Kingston.

Kingston has a very bright future. The new development and the increased population will make possible many new improvements and many means for new amusements which have been impossible in the pass.

Relationship with Labor

(By F. H. Morton Gen Supt)

Relationship with labor is much discussed by those who are professionals at almost anything except labor, and who have only studied this question at long range.

The writer before coming to Kinston had the opportunity to observe the working of the plant organization as a whole and was very much attracted by the apparent smoothness with which the plant was operated and by the apparent good fellowship of all classes of employees. After becoming part of the working force the reason for this good fellowship was easily discerned, which accounts for the smoothness of the plant operation.

For the benefit of those who are newcomers and of those who may consider coming. I will attempt to outline the cause of successful relationship between the Solvay Collieries Company and it employees.

The Solvay Collieries Company is a branch of the Semet Solvay Company, which controls several by-product coking plants and is one of the largest coal users in the country. The desire of the parent company is to have the collieries produce a high grade by-product coal at a cost that will allow it to successfully compete with other concerns in the manufacture of coke and the numerous by-products of the coke ovens. To do this it has never been found necessary or desirable to ask its employees to work for smaller earnings than other miners, and by comparing records it will be found that both the gross and net earnings of the Solvay employees have been far greater than the average earnings of the miners of this state or other states.

The reason for this is not necessarily due to the wages paid. Co-operation of the various departments has brought together a first-class body of workmen whose further co-operation makes its possible for each individual to exercise his energies in their maximum capacity. The individual earning especially those of the day-men are further improve during times of short car supply or other dull run by cutting down the working forces to a minimum, thereby giving the greatest amount of working times possible for each supply of cars.

The net earnings of employees are further increased by the comparatively low prices charged by the Solvay stores which aim to make only a ten percent profit. The Kingston and Westerly plants are especially favored by being close to a good farming country which furnished direct to the people large quantities of produce during the summer months, and potatoes and apples during the winter months at reasonable prices.

Through co-operation good living conditions have been obtained, though not nearly so good as we hope for, nor so good as improvements now under way and provided for, will soon result in. However, all visitors, no matter how critical, have always said that conditions in Kingston are as good as the best in the state and better than 90 percent of the mining camps.

The relationship of the company to employees is governed by the employees, for from the general manager down, not a share of the common or voting stock is held by any member of the management. Thus, the general manager and every subordinate officer under him is an employee rather than a part-owner, and we have in effect the much talked of participation of employees in industrial management.

All action taken by the company on any subject as wages, mine equipment, civic improvements, and donations to individuals or organizations always originates somewhere in or below the general manager's office. It might be a verbal suggestion by the miner or day-man to the mine foreman and by him to the superintendent, and by the superintendent to the general manager and so on until it is acted upon by the proper authority. Very often the general manager outlines desired improvements to the superintendent who then discusses them with engineer and with those who are affected by the proposed improvements. Plans thus perfected are presented to the board of directors by the general manager with his recommendations. It goes without saying that not all recommendations made to the board of directors are favorably acted upon as this would be impossible in the bounds of good business, but every sincere and thoughtful suggestion for improvement, wherever it originates, is gladly received and is given the consideration it merits.

The spirit of co-operation between the mine employees and the office employees has resulted in the distinctly friendly spirit so noticeable at Solvay plants, and without which success in any department is entirely dependent upon the driving force of the head of that department.

It is thus apparent that all subjects pertaining to plant operation and relation to labor passed upon by the board of directors originate either at the plants themselves or in the general manager's office. This practice has made it possible for local conditions and needs to be studied and treated to the best judgment of the local management, which is, of course, guided by the popular desires of the employees at the plant, and I want to say here that if all reasonable improvements for the comfort and pleasure of the employees have not been provided for it is because the local management has fallen down on its job or it is because the

people of the community have not shown a desire for the improvements or an inclination to care for them when given.

Emerson says that every little is given for which something is expected in return. So, we may ask, has the policy of the Solvay Collieries Company in giving its employees a liberal management been vindicated by the returns that might have been expected on the part of labor? A brief review of past results indicates that it has and that the employees have shown the full measure of loyalty that might have been expected of them.

The Kingston plant began producing coal in 1911 from the No. 1 A and B mines and continued to develop and take on labor until 1915, probably reaching its greatest producing capacity in 1916. up until this time there never was a shortage of labor and during 1912 the Kingston plant continued to produce coal when all the other mines on the Creek were shut down. This is return No. 1.

Production did not suffer from lack of labor until after war was declared with Germany in the spring of 1917 when upward of 75 of the boys went to the army, and due to an extreme car shortage a great many of the single men who were exempt from military service went to the factories producing war material. The married men remained and when the car supply improved return No. 2 was witnessed.

After the war was over the former employees returned in good numbers and 90 percent of all employees made a splendid response to an appeal for increased production. This response was shown in many ways; the employees always being ready to give a helping hand where most needed. Whether it was in response to the appeal from the management, or to the general appeal of the nation, or to both, the response was real and highly appreciated by those responsible for plant operation, and we like to feel that it was at least partly due to a close relationship between the management and our employees.

Kingston

By Miss Alma Poindexter

Kingston's the camp, I say
Like it better every day
Seems as if you couldn't bear
To be any other where
That makes you want to stay
Uncle Sol's our company store
We'll love its goods forever more
All the clerks are so polite
It makes buying a delight
If you were sad before

You'll be glad in our store

The "Y" is just over the way
And it's a splendid place, I say
Has a certain kind of charm
That keeps you away from harm
Its movies, pool room and bowling alley gay
Cold drinks and everything are fine always

You'll find a grade school there
We're proud of its pupils fair
The girls and boys all go to learn
Some of life's lesson each in turn
There's gladness in the air
That makes work easy to bear

There's a little church on the hill
Where we learn to be kindly still
The "Y W" does a wondrous work
None in all the camp does it shriek
Each has a place in Kingston to fill
And all scatter joy and good will

This is the reason we like it best
It isn't so busy you can't rest
It isn't so dully that you rust
And so you love it-you just must
The Kingston crowd's the happiest
And will always stand each great test

Mechanical Equipment of Kingston and Westerly Mines

(By Charles E. Willis)

Kingston is located on Milburn Creek, a stream three mile long, which flows into Paint Creek at a point about twenty miles from the Kanawha River. The mines are in the Eagle seam, which is 500 feet higher in elevation than the town, and extend around the headwaters of the creek on three sides of the town. No. 1 mine is on the southeast, No. 3 and 4 mines on the south west and No. 5 mine on the west. Westerly mine is working in the same mountain as No. 5 but the coal is dropped down a 2600 feet monitor plane on the end of the point to the Westerly railroad tipple on Paint Creek.

The coal from No. 1 mine is hauled over a quarter of a mile on tram road to the head house where it is dumped and conveyed 800 feet down the mountain slope by a retarding conveyor. Here it is loaded into 10-ton standard gauge steel cars and hauled 800 feet over a "L4" tracks by a 30 ton steam locomotive to the dump house, where it is fed onto two 36-inc belt conveyors and carried 15 feet to the railroad tipple. The tipple is a steel structure equipped with shaker screen and loading into cars on four tracks. It has a capacity of 5000 ton per day. The tracks above the tipple have capacity for 100 empty railroad cars.

The coal from mines Nos. 3 and 4 is hauled over a third of a mile of tram road to the head house where it is dumped, fed on a 58-inch picking table and passed down the mountain slope through a steel pipe, then over a 36 inch belt conveyor to the "L4" track by a 40-ton steam locomotive to the dump house above the railroad tipple. The coal from No. 5 mine is hauled over a quarter of a mile of outside tram road by electric locomotive and dumped in the same head house and follows the same course to the tipple as the coal from mines 3 and 4.

All power for Kingston and Westerly is furnished from the Kingston power house which is located up near the Nos. 3, 4 and 5 conveyors. It is equipped with two batteries of two 300-H. P., B and W water tube boilers developing in all 1200 H. P. Two Erie ball reciprocating engines are direct connected to Crocker Wheeler alternators of 340 K. V. A. The current thus developed is furnished to three substations, one at No. 3 mine, one at No. 5 mine and one at Westerly; and also to a number of small transformers conveniently located for lighting and other purpose. These substations are each equipped with 250 K. W. Crocker Wheeler motor generator sets.

The power plant is equipped with good modern machinery and the people of Kingston and Westerly hardly know that there is a power house, so infrequent and of such short duration are breakdowns. This is largely due to the energy and practical knowledge of Mr. Kenneth J. West, the mechanical engineer. The connected motor load on this 700 K. V. A. power house is over 330 H> P. This translated means more that four K. W. are available for ever K. W of generating equipment and that almost three horse power are available for each boiler horse power installed.

No. 1 mine is supplied with D. C. electric current at 275 volts from the substation at No. 3 mine. Eight six-ton electric locomotives haul the coal from the working face to the partings on the main entry where it is picked up by two 12-ton G. E. electric locomotives and hauled to the head house. Three and half ton mine cars with roller bearing are used in all the mines, both at Kingston and Westerly. No. 1 mine is ventilated by 7 foot Sirocco fan driven by a two speed 125/30 H. P. 2200 volt G. E. motor. Due to breaks in the mountain over old workings a number of electrical driven reciprocating pumps are used to remove the water from sumps and low places in the mines.

The equipment at mine No. 3 consists of two 6-ton G. E. electric locomotives and one Morgan Gardner coal cutting machine supported on a truck, from which it does its work and it

is hauled from one place to another by a motor. No. 3 mine is ventilated by the fan at No. 1.

At No. 5 mine there are in use five 6-ton G. E. gathering motors and two 12-ton main line motors hauling the coal to the No. 5 head house. It is ventilated by an 8-ft. Sorocco fan driven by a 30 H. P. D. C. motor.

At No. 4 mine there are two 5-ton G. E. motors, on 12-ton G. E. main line motor and on Morgan Gardner coal machine. No. 4 mine is ventilated by an 8-ft Sorocco fan driven by a 30 H. P. D. C. motor.

There are two blacksmith shops at the mines and a machine shop and forge near the tippie where almost all general repairs are made. The machine shop is equipped with forge, drill press, automatic saw, grinding machines, air compressor, wheel press, and one large lathe for turning up motor and steam locomotive tires. Power for show is furnished by 2300 volts 15 H. P. induction motor.

We have a good clean water supply plant and distribution system, consisting of two tanks, each holding 120,000 gallons, about three miles of water mains (4 and 6 inch diameters) carrying pure water to every part of the town. Two large deep well pumps and two centrifugal pumps are used to pumping the water from the wells to the tanks.

The equipment consists of one motor generator set using 2300 A. C. supplied by the Kingston power house and supplying current to the mines at 275 volts D. C. Using this current are 5 G. E. 5-ton gathering locomotives, two main line, one 1-ton Jeffrey and on 10-ton G. E. locomotives, three Morgan Garden coal cutting machines, two ventilating fans and supply truck hauling every kind of supplies from the railroad up a 2500 foot plane. 231 mine cars are used in the Westerly mine.

The coal is dropped down the mountain in two 10-ton monitors and dumped into a bin and carried across Paint Creek by a large conveyor belt, and loaded into railroad cars for shipment. The water supply is furnished by a deep well pump, electrically driven.

Roads

(By Dr. C. B. Preston)

When the coal deposits of Kingston were first prospected by Mr. J. C. Rawn and Dr. Jones the roads were in such condition that they footed it from Lively, a distance of six miles.

The growing population has gradually increased the demand for better modes of traveling and today we have comfortable dirt roads leading from Kingston to Pax, Dothan and Page on the Virginia and to Scarbro, Oak Hill, Fayette Station and Montgomery on the C. O.

It is really a more comfortable drive on the dirt roads than the congested hard roads

found in the county.

The road leading to Montgomery is now being regarded and the plans call for hard surfacing it. It is rumored that a Class A road will be connected with Raleigh in the near future.

In Kingston the streets are surfaced with cinders from the power house which being porous, allows the water to drain out with the consequence that coal and store supplies can be delivered by truck all winter long even in freezing and thawing weather. The roads, sidewalks and fences will be further improved during the coming fall.

The Old Guard

By W. R. McIntosh and L. J. Flippen

The first Plank to go toward the building of Kingston was nailed to the second plank eleven years ago, since that time Kingston has grown and prospered and is now known as one of the model coal camps of the country. This prosperity and reputation has not been brought about nor built up by the efforts of any one person nor class of persons, but by the whole personnel of the camp. It is true that it speaks well of our superintendents, past and present, to have been able to bring together the organization we now have, but if the men who compose the organization would not be possible. We have in Kingston today almost a score of men who came here during the first year and as many as two score more who have been here for the past six or more years; men to whom the welfare of the camp is a personal matter. Heading the list from point of service is Dr. C. B. Preston, who when the camp was first opened up rode in from Burnwell to perform in his capacity as physician and surgeon to the construction men who then were opening the mines. Dr. Preston has been here ever since and has taken a great interest in the social and political life of the camp. He was married here and now has in his family two sweet little girls and one boy, who expects to be a doctor when he grows up.

Jesse Knode - Came here in 1910 with Mr. Rawn from Majestic, Ky. Jess helped to build the No. 1 supply plane and helped on other construction work that was going on at that time. He has not received one dollar from any other company since he came into the employ of Solvay Collieries Company, and was the first man to fire up No. 2 locomotive. Jess married here and has two girls and one boy.

Tom Lavender - Came here on April 15th 1910, from Majestic, Ky and is the oldest resident of the camp. Tom lived in a little log cabin where the club house now stands, and worked as carpenter during the first construction period. He is now weight-master at mines No. 3, 4 and 5.

Henry Snow – Walked across from Matoaka in June, 1911 and pulled the first coal with No. 1

locomotive, that was shipped from Kingston. Henry is active in all affairs of the camp. He is always ready to lend a helping hand: is an active Odd Fellow, being a trustee of the local order, and known statewide as a most dangerous ten-pin roller. Henry has five children; four girls and one boy, French, who is head butcher in the company store.

E. E. Bland – Came here in November, 1912, from Hiawatha, W. Va., started to work as carpenter on construction work. Since that time Ed. Has held several positions in an executive capacity and is now outside foreman. He is also part owner in the “Red Onion Department Store”, and as fast becoming independently rich from the revenues derived there from. He has three fine girls and two real boys. The three youngest were born at Kinston.

Morris Webb – Made his debut in Kingston in 1912 and served as night watchman for some time. He has since given efficient service in almost every branch, both inside and out of the mines. He is now foreman at the railroad tippel. The coal “do move” when Morris is on the job. Morris has married since coming her and has one of the prettiest homes in Kingston.

W. H. Powers – Came here in 1911 and has served as mechanic and electrician ever since. He is known as “Big Bill” and is one of the most popular men in camp. He has three children, tow of whom were born in Kingston.

Ira Light – Came here in 1910 with his father, and dug the wells at the power house and for the water supply of the town. He went away for a short time and returned in 1912 then took charge of the power house. Ira has been here ever since and is now chief mine electrician. He has six children four of whom were born in Kingston.

Hunter Light – Came HERE from Oak Hill in 1910 and assisted his father in digging wells and in construction work. Moved away and returned again 1913 and is now chief engineer at the power house. Hunter married here and has one boy.

Flem Dodson – Came here in 1911 from Page, W. Va., and has been one of the best coal loader here every since. During the war he made quite a record, invariably taking first prize for coal loading. It might be added that Flem drives a mean jitney.

Walter Edwards – One of the best coal loaders on the job and came here in 1911 from Virginia, fresh from the moonshine and sweet spuds. Went back to Virginia after a bride since coming here. He is a World War Veteran, having spent three years in the army in France most of the time in midst of the fighting. Tales are told of many a Hun being on the run when Edwards was around. Question: Going or Coming.

Joe Profitt – “Uncle Joe” moved here in 1911 from Page, W. Va., and has been on the the best coal loader and best citizens. “uncle Joe “ has five girls and three boys. One boy, Tome is working he at present time. Profitt is now chief of the sanitary department.

Jeff Edwards – Emigrated from the state of Virginia in 1911 with his brother Walter. Jeff says that one of these days he is going back to the mountains of Virginia and there Keep --. We forgot whether he said “quiet or still.”

Harris Peters – Drove in from Franklin County, Virginia in 1912. Has been track man and coal loader except for a short vacation when he was fighting the Hun. His famous smile stretched an inch or more after his marriage a few months ago.

Dan (Daddy) Hyden – Moved here in 1913 from Lafollette, Tenn. Besides being a number on coal loader he rolls a mean game of duck pins. “Daddy” has two grown boys that moved here with him and has stayed faithfully on the job all the time. Sam runs a main line motor in No. 5 mine and Will is track loader in No. 5 mine. Will is married and has three children born in Kingston.

James Edwards – Came across the mountain from Page, W. Va. In 1913 and has been coal loader and assistant foreman. He is married and has three children, two of them being the reddest headed children in Kingston. Jim is a Ford driver of note and his politics are not uncertain.

Clarence Peters – Emigrated from the good old state of Virginian in 1915 and is a coal loader of note.

J. C. Baker – Walked up from Mahan in 1914 before which time he was a resident of Huntington. He loaded coal at No. 1 mine and was later made assistant foreman. He is now our beloved guardian of the peace. It is said of Baker that our Kingston police force is a fine man. Baker is also noted for his sporting proclivities, being a boxing and baseball fan and last but not least being the father of one of the best known middleweight boxers in the state.

E. M. Sowers – Came down on a log raft from Montgomery County, Virginia in 1913. He loaded coal for some time and was later timber contractor. He is married and has two boys and one girl. The oldest boy, Dewey, is a motorman in No. 4 mine. He is also our duck pin “champion”.

Gary Warden – Drifted in from Virginia in 1912. Married after coming to Kingston and has one girl. Hew was for a long time electrical repairman at No. 5 mine but is now on the outside repair and electrical gang.

C. E, Willis – Came from Ashland, Ky., in 1914 and has been electrician and machinist. He now has charge of the machine shop. Charlie takes considerable interest in lodge and political affairs. He also makes awful noises on the saxophone. He is married and has three children, the oldest being married.

William Board – Rushed in from Mason County, West Virginia, in 1913 worked in the store was speed king on the delivery truck for two or three seasons. Being prostrated by such a

strenuous life he secured a position on the outside repair gang, where he is now getting a much needed rest. Williams is still single, but we caught him the other day casting a wishful eye toward one of the new houses in course of construction.

Len Sowers – Went hunting near Blacksburg, Va. Some time during 1913 and a couple of months later turned up in Kingston with a ground squirrel and a gravel shooter. Lent says the sun makes the corn grow and it takes corn to make the moonshine, so we should be grateful to Uncle Sol. He runs a gathering motor in No. 5 mine and is considered one of the best on the job.

Barney Tygrett – Came here five year ago from just over the hill and took a job as machine runner. He is married and has one child. Barney spent two years in France during the late fuss over there and on his return was made assistant foreman in No. 5 mine.

Tennis Simms – Arrived from Minden, W. Va. in 1915 and took a job as motorman. Tennis worked hard and faithfully and is now assistant foreman in no. 5 mine. He is the proud father of four read headed children two of whom were born in Kingston.