Geo. M. Snook & Co.

MID-SUMMER

Bargains.

Throughout every Department! Many Goods, slow of sale, will be offered at half value. All

REMNANTS,

of which we have a greater quantity than usual—will be sold regardless of worth. We still have a splendid line of

PARASOLS

in stock, which we propose to sell at slaughter prices. 50 pieces handsome

White Goods!-

Mainly Plaids—which were recently purchased at a great reduction, will be sold the same way.

GEO. M. SNOOK & CO.

Harper's Bazar Pattern Sheets for July now in. jy3

Millinery.

A. L. RICE & CO.

Prices Reduced on all our Stock of

MILLINERY,

Including a large variety of

TRIMMED HATS.

A. L. RICE & CO.

jc29

The Intelligencer.

Office: Nos. 25 and 27 Fourteenth Street.

New Advertisements.

Wanted—A Good, Reliable Lady.
For Rent—Frame Dwelling House.
Money to Loan—R. T. Howell.
For Cincinnati—Steamer Louis A. Sherley.
Royal Baking Powder—Fourth page.
Field Glasses, Telescopes, &c.—I. G. Dillon & Co.
Second District Republican Convention.
White Mountain Ice Cream Freezers—Nesbitt & Bro.

FOR HOT WEATHER.

A full line of light-weight Serges, Pin Checks and Drap de Etes, which we are prepared to make up in the best style at reasonable prices.

Balbriggan Underwear at $1 00 a Suit and upwards. Fancy Flannel Shirts at 50 cents and upwards, at

C. HESS & SONS',
1321 & 1323 Market Street.

WE have the only successful machine and method of demagnetizing watches in West Virginia

JACOB W. GRUBB, Jeweler,
Cor. Twelfth & Market Sts.

Thermometer Record.

The thermometer at Schnepf's drug store, Opera House corner, yesterday, registered as follows:

7 a. m.	75	3 p. m.	79
9 a. m.	78	7 p. m.	77
12 m.	80	Weather—Changeable.	

Weather Indications.

WASHINGTON, D. C., July 20.—For West Virginia and Western Pennsylvania, local rains, followed Friday afternoon by fair, slightly warmer, preceded by cooler weather; variable winds.

THIS MORNING'S ALARM OF FIRE

Caused by a Mix Up of Electric Wires on Main Street.

The alarm of fire sounded about half past one o'clock this morning from box 24, at the corner of Main and Twelfth street, was occasioned by the discovery of a small blaze in the ornamental cornice over the front of Stifel & Co.'s dry goods establishment, at No. 1114 Main street. It was discovered by Private Watchman Crawford, who, after giving the alarm, ran up stairs and broke into the apartment of Miss Murphy, a dressmaker, and thus managed to get to a window near which the fire was. He found that the blaze was about a small iron box, the property of the Wheeling Electrical Company, known as a cumulator. Picking up a damp cloth he slapped it down on the box and blaze in the hope of putting out the latter, and was quite severely shocked by so doing. About this time a bucket of water was dashed on the fire and it was put out. The supposition is that there was some disarrangement of the electric light wires in the box and the fire was caused by electricity. No damage was done. The upper stories of the building are occupied by several families, and great excitement was created among them.

PRAGER-REITZ.

A Pretty Wedding at the Lutheran Church Yesterday Afternoon.

One of the prettiest weddings ever solemnized in the English Lutheran Church was that of Mr. Daniel L. Prager to Miss Ola M. Reitz, which took place at 3 o'clock yesterday afternoon, in the presence of a number of the friends of the bride and groom. The only attendants were Mr. Ed. W. Charnock and Mr. Albert C. Shaffer who, previous to the arrival of the principals, officiated as ushers in a most charming manner. The wedding service was read by Rev. E. Dornblaser, the pastor of the church. After the ceremony the bridal pair were driven to the residence of the bride's father, Mr. William Reitz, at No. 613 Market street, where they met a number of their more intimate friends who showered upon them the best of good wishes. The bride was also remembered by her many admirers in a lasting and valuable manner as attested by the handsome array of presents received. After receiving congratulations and having partaken of an appetizing luncheon with their friends, Mr. and Mrs. Prager were driven to the B. & O. station, where they took the 6:20 train for the East. They will be gone about ten days, remaining most of this time in Washington, D. C.

Mr. Prager and his bride are both well known in their circle of friends. Mr. Prager is a young business man engaged for himself as a practical job printer, and well thought of in the business community. His bride is a lady of many pleasing qualities. She looked very attractive yesterday in a stylish traveling costume.

The Only Perfect Remedy

for habitual constipation, dyspepsia, and kindred ills is the famous California liquid fruit remedy, Syrup of Figs. It strengthens as well as cleanses the system, it is easily taken, and perfectly harmless. Sold by Logan & Co., Anton P. Hess, R. B. Burt, and C. Menkemeller. At Bellaire by M. N. Mercer.

LOCAL BREVITIES.

Matters of Minor Moment in and About the City.

CONSTABLE TOM BENNETT is sick, threatened with a fever.

FRED BECKER, a German, was yesterday admitted to citizenship by the Circuit Court.

TOM HILL, arraigned in Police Court yesterday on a charge of disorderly conduct, was dismissed.

JOHN UNFRIED yesterday accepted the reduced verdict of $3,500 in his damage suit against the B. & O. road.

THE case of Caldwell vs. the City (the Caldwell's run case) was argued and submitted to Judge Jacob yesterday.

HARRY SMYTHE, son of the late R. J. Smythe, yesterday had his name changed by the Circuit Court to Harry Smythe Florence.

HARRY BICKUS was fined $10 and costs in the Police Court yesterday on a charge of entering other people's houses while drunk. He couldn't tell the difference.

PAUL PAUR and George Paur, two brothers, were arrested in the Second ward by Officer Gaus yesterday on a charge of disorderly conduct. William Robinson was the complainant.

THE ice cream social which was to have been held last evening at the First Baptist church was postponed on account of the heavy rain until this evening. All are invited to come.

THE storm prevented a meeting of the Board of Education last evening. The few members that did meet adjourned until this evening, when it is hoped there will be a quorum, as there are some important matters to be looked after.

THE conductors and porters, who were in charge of the sleepers and parlor cars on the Baltimore & Ohio road previous to the sale of these cars and their franchise to the Pullman Company, have nearly all been retained by the latter company, and now wear on their uniform the gold buttons and badges of the Pullman Company in place of the silver ones of the Baltimore & Ohio.

CLERK HOOK yesterday admitted to record one deed of trust, and a deed made July 10 by Phebe E. Bean and others to Henry Schmulbach, in consideration of $5,650, for lot 88, on the southwest corner of Market and Seventh streets. Also a deed made July 17 by Albert Schan and wife to Edward G. Miller, in consideration of $450, for lot 208, on the southeast corner of Sixteenth and McColloch staects.

ABOUT PEOPLE.

Strangers in the City and Wheeling People Abroad.

Hon. A. T. McKelvey, of St. Clairsville, was down yesterday.

Mr. A. C. Osborne, of Clarksburg, was at the Stamm House yesterday.

Mr. George Flaccus and family, and Mrs. Addie Boggs have gone to Atlantic City.

Messrs. Will and Tom Howell left yesterday for Deer Park for an extended stay.

August Weidebusch, jr., left yesterday for Dayton, Ohio, where he will go into business.

The Jack Bass Fishing Club returned yesterday afternoon from Meyer's Lake, near Canton.

Hon. D. D. Johnson, of Long Reach, Tyler county, was registered at the Stamm last evening.

Mr. A. B. Caldwell, the well known merchant, of Washington, Pa., was at the McLure yesterday.

Mrs. C. P. Brown and daughter, Miss Abbie, left over the B. & O. road last evening for Minneapolis.

Mrs. I. G. Dillon was among those who left for Atlantic City last evening on the Baltimore & Ohio excurson.

Mr. W. D. Shipley, formerly a well known traveling man of this city, now located at Pittsburgh, is at the Stamm.

Mr. J. Gist, jr., of Brooke county, and Capt. W. H. Bradley, of New Cumberland, were at the McLure House yesterday.

George L. Durst, the confectioner, left over the Baltimore & Ohio last evening for Philadelphia to look after some business matters.

Mr. S. P. Parker and sister left over the Baltimore & Ohio road last evening for Atlantic City, where they will spend ten days or two weeks.

C. F. W. Meyer, of St. Louis, one of the best known glass buyers in the West, is here, and has left some very good orders with local manufacturers.

Mr. F. H. Lange and her mother, Mrs. Alex Rogers, left over the Baltimore & Ohio last evening for Capon Springs, where they will remain for several weeks.

Mr. Lucius Wakely, of Chicago, assistant general passenger and ticket agent of the C. B. & Q. road, and Mr. H. O. Webb, of Columbus, traveling passenger agent for the same line, are in the city looking after the interests of the road.

Mr. Charles Bodley arrived from New Orleans yesterday morning on his annual visit to this city. He will divide his time at his parents' cottage on the Moundsville camp grounds and with his many friends in this city who are always glad to welcome him.

Mr. L. B. Martin, President of one of the new glass works at Findlay, who is here for the purpose of meeting the large glass buyers who come here at this season of the year to stock up, was joined yesterday by Mrs. Martin. They will visit here with former friends.

Mrs. Gus Spates and child, of Clarksburg, pasted through this city last evening on their way to Washington, Pa., to visit Mrs. Spates' parents. They were met here by their father, Mr. A. B. Caldwell, one of Washington's leading merchants, who had been spending the day here looking after some business matters.

IN SEVEN MONTHS

Cars Will be Running from Cleveland to Martin's Ferry.

Messrs. H. A. Blood, of Boston, President of the Southern Pennsylvania & Ohio and the Cleveland & Canton Railway Companies, W. O. Chapman, treasurer of the Southern Pennsylvania & Ohio, N. W. Dunbar, a Boston banker, H. A. Kennedy, chief engineer of the Southern Pennylvania & Ohio, D. M. Carey, of the firm of Paige & Carey, L. W. Sutherland, vice president, and O. R. Wood, secretary of the Southern Pennsylvania & Ohio, and Judge R. H. Cochran, president of the Wheeling & Harrisburg Railroad Company, were registered at the Hotel Maywood, Martin's Ferry, last night, where they were met in the hotel parlors by a number of that city's prominent business men.

In conversation with an INTELLIGENCER reporter, Mr. Blood remarked that he could tell in one sentence what the scribe wished to know. Said he: "I will have cars running on the South Pennsylvania & Ohio from Cleveland to Martin's Ferry in seventeen months." Those who know Mr. Blood in railroad matters, say that gentleman never undertook to build a road or build anything that he did not complete in the specified time. He has built several railroads, one of which is the Cleveland & Canton, of which he is now President. The party of officials came over the route yesterday in a carriage, and all of them are highly pleased with the country through which the road is to come, the coal lands especially. This is Mr. Blood's first trip over the road, and he expressed himself as being better pleased with the route than any he had ever traveled. This news will be heartily welcomed by the people of Martin's Ferry.

Sunday Excursions.

On and after Sunday, May 6, the Ohio River Railroad will sell excursion tickets every Sunday until further notice: Wheeling to Sistersville and return $1 50, Wheeling to Parkersburg and return $2 25. Tickets good one day only.

LIVES LOST.

[Continued from First Page.]

some miraculous manner managed to get out of the devastating flood. He was reported to be at the house of his brother in the lower part of the city last night in a half-crazed condition.

The flats northwest of the LaBelle mill were covered with the carcasses of drowned stock and with broken buildings and other debris.

At the south end of the Eoff street bridge, on the west side of the street, stood a neat frame cottage of a story and a half in height, owned and occupied by John Springer, iron worker. It was wiped entirely out of existence and with it went all he had except the lives of his family, which were spared to him. They got out just in time to avoid the crash with which it collapsed as the waters swirled under its foundations.

Next to the Springer house stands the home of Hermann Minger, a brick structure that was reported to be undermined in a way that made it dangerous. The truth of this could not be ascertained, however, as the condition of things was such that one could not safely reach the south side of the stream.

IN THE EIGHTH WARD.

Great damage is reported to have been done to the brick yard of the West Virginia Mining and Manufacturing Company at the east end of Thirth-ninth street. Mr. Dave Brooks, a member of this concern, said last night that the loss would probably reach $1,500 at the very least. The stables of the company on Caldwell's run were also injured somewhat. Kasley's blacksmith shop on Caldwell's run had one side caved in and washed away by the ungovernable flood.

ANOTHER LIFE LOST.

But meagre reports were to be had of the devastating effects of the awful cloud burst up Bogg's run, just below the city limits, but from what is known of the damage that has heretofore been done along that stream on the occasion of ordinary heavy storms, it is not difficult to imagine that the storm of last night must have caused losses that can never be properly estimated.

The water is known to have been from four to five feet over the bridge crossing the run just beyond the Horkheimer tannery, but strange to relate, the bridge is still standing. A man named Keltz is known to have been up the run with a buggy. The horse, with the buggy attached, was found drowned and bearing evidence of having been washed some distance by the awful current, but no trace could be found of Keltz, and he is doubtless lost.

At Benwood nearly half the town was flooded, the water standing from an inch to two feet in depth in a large number of houses. Much suffering and discomfort has been caused thereby and no little loss has been occasioned. All the industrial establishments were forced to close down by reason of the breakage in the gas supply.

A BRIDGE GIVES WAY

And an Unknown Number of Lives are Lost—The Saved.

One of the most thrilling and terrible results of the flood was the sweeping away at half past nine o'clock last night of the Baltimore & Ohio wooden railroad bridge over Wheeling creek at Main street. There were a number of people on the structure when it fell, but how many is not known. Of the number many are known to have been saved, but there is no room to hope that all were rescued, at the lowest calculation fully a score of persons, men and boys, were drowned. This number may be increased when the truth is known to ten or twelve.

Wheeling creek was running out through the stone bridge with a sullen roar, which could be heard a square away. As the seething waters swept beneath it and the wooden trestle bridge of the Baltimore & Ohio Company adjoining, crowds of people gathered to watch the novel sight. Of these some stood on the stone bridge, others on the banks, and many, in spite of repeated warnings, got out on the wooden trestle.

About half-past 9 the bridge began to creak and sway. Some people left it in terror, but newcomers took their places.

The number of men and boys on the bridge when the fatal crash came is variously estimated at from fifteen to twenty-five. There were probably twenty, at least.

THE BRIDGE GOES.

There was an upheaval of the timbers, a snapping as they broke, an awful crash, mingled with cries of distress and alarm, and the bridge and its human freight was in the awful waters.

Of those carried down with it, Messrs. I. G. Dillon, George Paull, Mr. Wilson, representative here of the Dun Commercial Agency, and a boy whose name was not learned, escaped at once, more or less hurt. A brakeman was on the bridge examining it with a lantern. There was great distress among those saved over the supposed fate of friends who had been with them. Rev. Monsignor Sullivan narrowly escaped going down with the trestle.

The scene of excitement which ensued was awful. The news spread rapidly, and hundreds of people gathered in a few minutes. The stone bridge itself seemed to be in danger from the rising waters and the crowd of people on it. It was therefore closed by a rope drawn across it.

SAVED.

The good news that a number of those carried off had been saved at points below soon came. The first to be taken out were Mr. Will McDonald, book keeper at the *Register* office, who was standing when the trestle went down with Mr. Dillon, and a cigar maker named Charles Stein, living on the South Side. Mr. Stein was pretty badly bruised up, and Mr. McDonald was so badly hurt as to be unable to speak. They were recovered at the Belmont mill landing by men in a skiff. Mr. McDonald was taken to the Niagara engine house, and from there taken home in a Guernsey. The exact character of his injuries could not be told last night.

The towboat John Fisher picked up four men just below the Belmont mill landing, and attempted to come up to the wharf with them, but the strong current swung her tow around and she had to put back to the Belmont mill, where they were landed.

Mr. Myron B. Hubbard and a grandson of John Ball, the Market street locksmith, were picked up by a man in a skiff below the West Wheeling ferry landing. They had clung to a timber. The Ball boy thinks three or four others on the timber a little before were drowned.

The wreck of the bridge lodged on the bar at the mouth of Caldwell's run.

AN AWFUL EXPERIENCE.

Dr. J. N. Medill, veterinary surgeon, said: "I started out intending to walk across the bridge. I had gone about forty feet when the bridge fell, and while it was being swept out I determined to make a leap from it and try to swim ashore, from which the distance was only about fifteen feet. But just as I was about to make the leap some heavy timbers fell into the water and made the swell so great that I could not carry out my intention. There was a man with me whom I do not know. From what I have since heard he may have been Mr. McDonald. We went down the river together clinging to the timbers. Others were trying to hold on, but lost their grip and were swept down. I think at least four who were near me were drowned, but I am not sufficiently acquainted with the people here to know who they were. I was picked up by a man in a skiff at the mouth of Caldwell's Run, and so was the man who clung to the timber with me. Half the time my head was under water, borne down by the heavy floating timbers, so that I had great difficulty to keep from swallowing enough water to choke me to death. No, except this cut on the head from a piece of timber, and a good deal of very natural nervousness, I am not much used up."

STORIES OF EYE WITNESSES.

Mr. Wilson, of R. G. Dun & Co.'s office, came out of the wreck on the creek bank badly bruised and bespattered with mud. "There must have been ten or fifteen persons further out on the bridge than I was," said Mr. Wilson, "and there was no chance for them unless they were picked up in the river. They could not have saved themselves, for there was no time, no warning. I cannot tell just how I was thrown from the bridge into the mud and saved."

Mr. Sam P. Norton, who fortunately got off the bridge just before it swung out and was in a position to see more than those who had a narrower escape, though his was narrow enough, gave a graphic account of the disaster. "Charley Senseny and I," said Mr. Norton, "went out on the railroad bridge to see the water dashing out of the creek. We were on the eastern end, when there was a sudden wrench. We started for the bank and had barely made a landing when there was a terrific jerk and the bridge was wrenched from the track on shore and off it went. When we went on the bridge there must have been twenty-five persons on it. When it swung out into the river there must have been at least eight or ten. There was no chance for them to save themselves. It was simply frightful to stand there and see those men carried away with no chance to help them. It was all so sudden that there is no more to tell."

TWO OF THE RESCUED.

Mr. I. G. Dillon said: "I had been making a round with Will McDonald, of the *Register* counting room, and as we came over the stone bridge our attention was attracted to the rush of the waters out of the creek. Mr. McDonald and I went out on the railroad bridge to get a better look, as more than twenty others had done. I began to feel uneasy and to move off, as I suggested to McDonald that we had better do, when suddenly I felt the bridge going with us. The next thing I knew I was down at the bottom of the bank, glad to be safe in the mud. I looked for McDonald, but he was nowhere to be seen. It was a terrible moment, I tell you. I don't know how anybody escaped with his life, it was so sudden and the wreck was so complete. I fear there were not less than ten persons farther out on the bridge than I was when it went off."

FEARED HIS PARTNER PERISHED.

Mr. George Paull, of Hubbard & Paull, was scarcely able to speak when he was seen, for his partner, Mr. Myron Hubbard, was not to be found. Mr. Paull said: "Mr. Hubbard and I went out on the railroad bridge to see the flood. We were afraid to go on the old stone bridge, knowing it to have been condemned as unsafe and believing it to be so. It was all so sudden that I can hardly tell you how it happened. I had just said to Mr. Hubbard that we had better leave, when the bridge started. I hurried off as fast as I could, supposing Mr. Hubbard was right behind me, for we were standing together when I began to seek safety. Since then I have seen nothing of Mr. Hubbard and can only hope."

MR. HUBBARD'S STORY.

As soon as it was learned that Mr. Myron Hubbard had been rescued an INTELLIGENCER reporter hastened to see him at his home on the Island. Mr. Hubbard was in his bath room taking a hot bath after his narrow escape, and while the reporter waited for him to come down stairs a number of his friends gathered, some to give him a hearty hand-shake, some to see with their own eyes that he was safe at home. Mr. Hubbard was as calm and composed as though he had been on a pleasure trip down the river. He was cut about the legs by the heavy floating timbers, with which exception he sustained no injury.

"I went out on the railroad bridge," said Mr. Hubbard, "with Mr. List and Mr. Paull, not suspecting, of course, that we were in any danger. Why, when the bridge broke loose I was not more than fifteen feet from the shore, but that was enough to make all the difference. It was all so quick that there was no time to do anything. From the moment I was dragged down with the bridge until we were swept out into the river I was held under water. But I fully realized my position and kept my mouth shut so that I would not swallow water. I used to do some swimming, and I tried to paddle about in an effort to bring myself to the surface.

OTHERS IN THE WATER.

"I could feel somebody, perhaps it was one person, perhaps it was more—I could not tell—striking against me in the water. Young Ball was near me, and it may have been only he, though he is sure that there were others near us. Then the water was full of timbers, very fortunately, too, for as soon as I came to the surface in the river I managed to get on a timber and that saved me until the men in the skiff from the steamboat picked me up off Bloch's tobacco factory. Of course I cannot tell precisely, but I think I was not in the water more than 25 minutes, but you may believe that under the circumstances it is difficult to measure time. My watch stopped at 9:20, and that must have been just the time the bridge went down and threw us into the water. Well," said Mr. Hubbard with a smile, "you may be sure that I am glad to be home again, and I am glad that my wife and children are away. They will know nothing about this until they hear that I am safe." Mr. Hubbard's family are at Mountain Lake, and the INTELLIGENCER will tell them the good news with the bad.

Mr. Hubbard says there were 25 or 30 persons on the bridge further out than he was when it fell. Rev. Monsignor Sullivan makes the same estimate. This is probably nearer the truth. In that case at least 20 are lost.

THE BALL BOY'S VERSION.

Ed Ball, the youngster who had the good luck to be rescued with Mr. Hubbard, was about the most pleasant boy in Wheeling as he hurried home over the bridge. When he was asked to relate his experience, he replied: "Oh, we got it. It was enough for me. About Mr. Hubbard? Well he's all right. He ought to be. He had about half the bridge and was holding onto it when I first saw him in the river. I am sure there were other men floating around us, but I don't know who they were. I think a good many of them were not saved. Why I could feel them knocking against me. There must have been three or four clinging to the same piece of timber with me, and I don't see how they could have been saved. They certainly were not picked up when we were. "Oh! I want to get home." And away he went to the home where a father and mother were mourning his loss.

THE RAILROADS SUFFER.

The Baltimore & Ohio Main Line All Right. Others Damaged.

The Baltimore & Ohio road did not suffer much on its main line. The night train in left Cameron on time in the rain, with orders to run slow. She got to McMechen's cut fifteen minutes late. The sweeping away of the Hempfield trestle and the damage on that division was this company's most serious loss, but last night the depot over the creek showed signs of settling, and it is feared the foundations have been weakened by being undermined by the water.

The P., W. & Ky. road was less fortunate. At Ninth street there is a washout from thirty to forty feet deep, which forcibly illustrates the strength of the awful current. At Short Creek about 600 feet of trestle was washed away. At the mouth of Caldwell's run, also, a large section of trestle was demolished.

This accident and a bad slip on the track compelled the evening train on the Ohio River road to stop at Benwood. From there the passengers, about fifty in number, were carried up to Caldwell's run on a hand car a few at a time. From there they had to walk. They were glad to get through on those terms.

A large picnic party of the Third Presbyterian Sunday School was caught at Curtis's Grove, near Moundsville. They were provided for by neighbors. A similar party of the Disciples Sunday School was caught up at Beech Bottom.

Mr. Belleville, of the Pittsburgh, Cincinnati & St. Louis road, said last night he doubted if a train could be sent out for two days. Passengers can probably get to the north end of town by this afternoon. The exact condition of the Baltimore & Ohio's Hempfield division cannot be told.

EAST OF THE CITY.

The Damage Immense—The Elm Grove Road and Pike.

In the vicinity east of Wheeling, so far as the almost impassable condition of the roads made it possible to learn, the destruction wreaked by the flood was fully as serious as in and near the city. Henry Shallcross managed to get in from Elm Grove by walking around over Chapline hill. Mr. W. A. Isett drove in from out the pike. From these and other gentlemen the condition of affairs was learned to be serious.

The bridge over Woods run, at Leatherwood, of the Wheeling & Elm Grove road, was washed away, and that road from Stackyard hollow to the Toll Gate was almost entirely ruined. The pike was in places covered six feet deep with water. Fences were demolished, bridges damaged, and travel was dangerous and all but impossible. At places a wagon floated and the horses swam.

At Elm Grove the Chambers coal tipple was washed away, with several cars, the scales, and a number of small tenement houses above the coal works were all carried off and demolished.

It was reported that Kimmins's store was overturned. It was so badly flooded that telephone communication was cut off early, and the Western Union operator had to desert his office, which was in the store, before the flood reached its worst.

The historic Clay monument at the Cruger place was undermined by the water and toppled over.

There was a seemingly authentic report that four children were in one of the small houses swept away, and that they were drowned, but the names could not be learned.

A new house partly finished and occupied by the family of the owner, a Mr. Hill, was overturned.

There was a bad slip on the Baltimore & Ohio road beyond Elm Grove. The wrecking train was sent out to repair the damage. The passenger train which left here at 6:20 p. m., with a number of excursionists for Atlantic City, is supposed to be stuck at this slip, but as the wires are down and the poles even swept away, nothing definite could be learned.

A party of several hundred people were caught at the Park, and the destruction of the Elm Grove road kept all of them there but a few who got in in buggies.

The full extent of the damage cannot be told. The Peninsula was a raging sea. Joseph Marshall lost all his crops there. Indeed, about every farmer and gardener in all the valleys of the county are heavy losers.

THE LOSS IN TOWN.

Some Estimates of the Damage to Individuals or Firms.

The flooding of houses and stores caused serious damage and loss in the heart of the city. The aggregate loss cannot be definitely stated. All along Market, Main, Twelfth, and Fourteenth streets the cellars were flooded. McLain Bros., the druggists, had much valuable stock ruined in the cellar, but could not estimate their loss. Noble Bros., the hatters, VanKeuren's Dairy restaurant, Dinger Bros., hatters, all had small losses.

Probably the heaviest losers are Messrs. Frew & Bertschy. The water came into their building through the roof and skylight. On their stock of furniture, etc., they estimate the loss at from $1,500 to $2,500. It may reach $3,000.

The Western Union Telegraph office had a foot of water on the floor, but got it swept out pretty well, and Manager Tracy said he would be in pretty good shape, locally, by noon to-day. The wires are in bad shape, however, some of the poles being washed away.

A little water got into the INTELLIGENCER cellar, but did not do any damage to speak of.

Joseph Speidel & Co. had about two feet of water in their cellar. Their loss could not be learned, but will be heavy.

George K. McMechen & Son had about two feet of water in their cellar. They can at present make no estimate of what was in the cellar or of the loss. The goods there, they think, were principally canned goods, which would not be damaged except the exterior of the packages.

James McCullough, hardware, says his loss will not exceed $50. Wickham's base ball exchange had about six inches of water on the first floor, but business is not interfered with.

Muhn & Brandfass had about $1,800 worth of stock in their celler, but fortunately it was raised from the floor and there was no damage. They escaped by about two inches.

John Sells had about $60 worth of paper damaged in his cellar.

L. S. Delaplain, Son & Co. lost not more than $20. M. Reilly escaped without any loss. Bremer & Schaefer had about $3,000 worth of sugar in the cellar but the damage will not exceed $250.

Neill & Ellingham had about $10,000 worth of stock in their cellar. Their loss is about $50. F. H. Lange lost $500 on a $1,000 stock of paints in the cellar.

J. W. Hunter's cellar was well stocked with seeds, &c., which will probably be ruined, as three feet of water was in his cellar.

Of course these are but fragmentary estimates. On the streets covered by these firms there is probably not a house that did not suffer somewhat.

OVER THE RIVER.

The Damage on the Ohio Side Serious—One Drowned.

At Martin's Ferry the usual damage about the Cleveland & Pittsburgh railroad was done, Clark's run overflowing its banks, and carrying tons of dirt, stones and logs down the track. Nearly every house from the beginning of Paull's addition to the Elson glass house was surrounded by water, rubbish and stones, and the railroad track literally covered with old cross ties and logs.

The run coming through Seabright's addition overflowed, covered the roads with debris, and gutted the Cleveland & Pittsburgh track, and in its course to the river filled cellars and floors with water and mud.

Back of Paull's addition the lowlands looked like a small lake, covering the C., L. & W. railroad from sight. The C. & P. trains were stopped at the Clark's Run crossing, where tons of sand and gravel covered the track, and were unable to get through until this morning. At the culvert passing under the C., L. & W. road at Mears' cooper shop, which washed out the piling ten days ago, the same damage was done again. The lowlands directly back of these contained about fifteen feet of water, which could not get through the culvert.

BRIDGES GONE.

Nearly all the county bridges on Glenn's Run, two miles above Martin's Ferry, are said to have been washed away, which will impede road travel for some days. The damage to cellars and first floors in Clark's addition will be slight.

At Ætnaville the entire village was flooded by streams coming down from the hill. Mr. Louis Frick's saloon was filled two feet deep with water, and his store of liquors was completely ruined. His loss will amount to over $200. Other properties in that place suffered more or less from flooded cellars and first floors.

At Heohnleih's crossing the high bank of slack was washed down on the Cleveland & Pittsburgh track. The Cleveland & Pittsburgh trains had twenty-five passengers for Bellaire, and Bridgeport people made arrangements for their lodging, as the trains were unable to get to Bellaire.

In Bridgeport the damage was greater than ever was known. Kirkwood is a badly gutted village, the run coming down from the hill overflowing the culvert and carrying everything before it. This run, well known to be a dangerous stream in times of rain, comes down from the west, and passes through a culvert from West Kirkwood to Bennet and West Main streets. The rapidly rising waters soon grew too strong for the culvert, which became choked up with timber, brush and rocks. The water overflowed and carrying a heavy lot of logs and stones against a two-story house owned by A. J. Baggs, tore out one side of the house and foundation.

A HOUSE RUINED.

Crossing the street there, the waters carried their burden of logs and stone against the house of William Giffin, twisting and wrecking it in such a manner as to make it entirely useless until rebuilt. Messrs. George and John Giffin's brick dwellings just below were filled with water on the first floor so suddenly that no time was had to remove carpets or furniture.

Jacob Steel's residence just above, was damaged like Mr. Baggs'. Daniel Moore's house was swept away, the roof being carried far down the street. The foundation of Mr. John Scott's house was twisted badly. All the rubbish caught and carried by the stream from the hill was carried down Bennett street to West Main, where the entire load struck the cooper shop, owned by Mr. "Chub" Campbell, of Martin's Ferry, and literally tore it to pieces, not one board being left standing upright. To the east of this shop the houses occupied by Mr. Forbes, Mrs. Pratt, Jacob McClain, Fred Handle, George Morrow and George Kelly, were filled with water and drift wood. The water was five feet in Mr. Kelly's grocery store, and his loss on goods will amount to three or four hundred dollars. When the waters had receded the streets and pavements were covered with mud a half foot deep.

FORCE OF THE WATER.

In the vicinity of the Cleveland, Lorain & Wheeling depot logs ten feet in length were washed about the track. Back of the freight depot the water was ten feet deep, and lumber and drift wood was left all around. Mrs. Emmet lost valuable cows which were swept away and drowned. Dr. Wagoner's cellar was filled to overflowing. A number of wagons, carts and out buildings were carried away and left standing on the banks of the run.

At Wheeling creek the coal tipper was washed away, and houses on the creek bottom were flooded, doing great damage to furniture. Reports come from there that a child had been drowned in a house where the water filled the lower floor. The name could not be learned. The crops in the creek bottom are entirely destroyed.

At West Wheeling the damage to property and live stock will amount to several thousand dollars. On the Upper Run the dwellings occupied by Thomas Moore, William Whitely, Dave Johns and Charles Chuttle were washed away and lodged against the C. & P. stone bridge, loosening that structure so as to make it unsafe for trains to cross over. Bridge No. 59 just below West Wheeling was completely torn down and carried away. The stone culvert under the bed of the C., L. & W., south of West Wheeling, was carried fifty feet out into the river, letting the track bed down so as to make travel impossible. The greatest damage is at Bridgeport, where so many fine pieces of property is either gutted or twisted and covered with rubbish. The loss can hardly be estimated.

At St. Clairsville.

Special Dispatch to the Intelligencer.

ST. CLAIRSVILLE, O., July 19.—A heavy wind and rain storm passed over this place at 5:30 this evening, doing great damage to both the Northern and Bellaire & St. Clairsville railroads. The latter road is a complete wreck, bridges and road bed being washed out and land slides being numerous all along the line.

The engine is now lying in the drift wood four miles down with a number of passengers. It will take weeks to repair the damage. The former road is not nearly so bad, although the damage is great and it will take some time to put it in running order.

Great damage was done to crops and thousands of dollars have been lost thereby.

At Bellaire.

Special Dispatch to the Intelligencer.

BELLAIRE, O., July 19.—The water spout here made terrible havoc. The Noble street bridge is gone; three houses on Indian run are gone.

The Second, Third and Fourth wards were flooded.

Great damage was done all over the country. Particulars to-morrow. No telephone to-night.

The Atlantic City Excursion.

There were about fifty people from this city and twenty-five of thirty from Benwood and Bellaire who took advantage yesterday of the cheap excursion rate offered by the Baltimore & Ohio to Philadelphia and Atlantic City and return. The majority of them went out on the fast express vis Pittsburgh at 6:20 o'clock last evening. Among those who went out on this train were Mr. and Mrs. Henry Speyer, Mr. N. E. Whitaker and daughter, Miss Elsie, Mr. and Mrs. John Moffat, Mr. and Mrs. Frank Stamm and Mr. Bremer of Bremer & Schaefer. The train was an unusually long one and had to have a helper on the Sixteenth street grade. It had attached one of the company's best sleepers and everything was carefully looked after that could in any way add to the comfort of the excursionists.

Syrup of Figs

is nature's own true laxative. It is the most easily taken, and the most effective remedy known to cleanse the system when bilious or costive; to dispel headaches, colds and fevers; to cure habitual constipation, indigestion, piles, etc. Manufactured only by the California Fig Syrup Company, San Francisco, Cal. Sold by Logan & Co., Anton P. Hess, R. B. Burt and C. Menkemiller. At Bellaire by M. N. Mercer.

DRINK Malto, 25 cents a bottle.

PITTSBURGH BEZIRKS' TURN-FEST.

At Steubenville, July 21, 23 and 24, 1888.

For the Pittsburgh Bezirks' Turn-fest, the Pittsburgh, Cincinnati & St. Louis Railway and the Cleveland & Pittsburgh Railroad will sell excursion tickets to Steubenville, at one fare for the round trip, July 21, 23 and 24, good returning until 25, inclusive.

DRINK Malto for the nerves.

Excursion to Pittsburgh.

The Baltimore & Ohio Railroad will sell excursion tickets next Sunday, May 20, and continue to sell them during the entire summer, to Pittsburgh, at the rate of $1 50 the round trip, tickets good for Sunday only. Will also sell excursion tickets to Washington, Pa., at the rate of $1. Trains leave Wheeling at 5 and 8:10 a. m.

MR. HEARN RESPONDS

To the Desperate Efforts of the Register Gang.

To the Editor of the Intelligencer.

SIR—Finding myself the object of three several attacks in this morning's *Register*, contrary to my usual habit I ask you for a little space in your paper to notice them. As you know, the interview with me by your reporter was not my seeking. I have nothing, however, to take back or to apologize for in that interview. It is very evident these parties are not willing I should enjoy the right of other citizens of voting my sentiments or changing them if I choose. My chief object now is to say to those learned and intelligent gentlemen who discourse so freely about the "millions" the Riverside Iron Works are supposed own, that I will make over to them all my right to these imaginary millions on the payment to me of the amount of money I brought into this State and invested in said works. I further have to say since I have been a stockholder in this company, that for a period of five years and a half the stockholders received not one cent of dividends and during the same period paid out over one million and a half of dollars for wages. Judge Morrow and the self styled wage worker seem to be laboring under the impression that I am in possession of property or money that of right belongs to some one else.

All I have to say to this is: I will restore fourfold to any one who can prove that I have wronged him. I shall not trouble myself to follow these gentlemen in their labored effort to convict me of incousistency further than to quote part of a letter received by me to-day from an old friend with whom I have often talked about Protection and Free Trade.

YOUNGSTOWN, OHIO, July 18, 1888.

If the enclosed is true [a slip from the Pittsburgh *Dispatch* dated July 17] the party of Protection is to be congratulated on your accession to our ranks. I have known your views of the tariff question for a long time, and judging from a conversation we had when you were here a year or two ago, I was sure if President Cleveland would go over to the Free Traders (which you were afraid of) that you would not follow him.

It takes honest, strong convictions and a great deal of courage to induce a man to go back on his party. On this I congratulate you.

Hoping you and your family are well,
I am yours truly,
W. B. F.

Finally, I have to say that Judge Morrow and the *Register* ought to be only too glad of my conversion, if they really believe that "the effect will be decidedly advantageous to the Democracy," as the Judge predicts. I will try to bear all the consequences.

Very truly yours,
WM. L. HEARN.

Wheeling, July 19.

VISITORS' VIEWS.

Wheeling a City up to the Times in all Modern Improvements.

The Newark, Ohio, *Advocate*, of Wednesday, says: The members of the City Council, together with those who accompanied them on their visit to Wheeling, returned from the Nail City about 3 a. m. to-day. Each and every one of them came back with tongues of praise for the hospitality and courtesy everywhere shown them in this beautiful and thriving city along the Ohio. In addition to the fourteen members of the City Council, something like twenty-five or thirty citizens accompanied the expedition, which left here at 5 a. m. on the Baltimore & Ohio, in a coach especially provided for them through the kindness of the Baltimore & Ohio railroad. No incident worthy of note occurred on the way down. Word had been sent to Mayor Seabright, and he was promptly on hand at the depot to extend a hearty welcome to the distinguished strangers. On their arrival the gates of the city and the walls thereof like unto Jericho fell down and the freedom of the municipality was theirs. A drive to the McClure house where