

THE OLD NATIONAL PIKE.

Shall the County Accept it as a Gift? is the Question.

THE STATE'S PECULIAR IDEA.

The Board of Commissioners takes a Tour of Inspection over the Road, and Finds it in Pretty Bad Shape. What they think about it.

The Baltimore & Ohio and other railroads have shorn the old national road of its usefulness to a great extent, and the floods of the past two years have taken away nearly all the bridges between here and West Alexander.

In the heyday of its greatness, the National pike was as great and as useful and as much in keeping with the time it represented as the modern highways of commerce and travel are with their time. The old road has retrograded during the past few years and has not been much of a success since the National government turned it over to the States.

The commissioners at their last meeting discussed the advisability of accepting the road, and decided to make a trip over it to examine its condition and determine the amount necessary to put it in good condition. It was decided to make the trip yesterday, and accordingly the members of the Board, Clerk Pendleton, reporters for the morning papers, County Engineer Smith and ex-Commissioner Dobbins, an invited guest of the Board, met at the Baltimore & Ohio Depot at 7:20 a. m., and took the train that leaves at that hour for West Alexander.

Arriving at West Alexander, the party was met by a big carry-all picnic wagon that had been sent out from the city early, and the trip of inspection was begun.

At exactly 8:25 the first stop was made at what will be known in the County Engineer's schedule as bridge No. 1, if the pike is accepted. It carries the road over the headwaters of Little Wheeling creek, and was once a very elaborate structure, as arched bridges went in those days. It had a span of about ten feet then, but all but the abutments were carried away in the memorable flood of '88, and a timbered superstructure has been erected in place of the arch. The abutments are in still fairly good condition, and the bridge answers very well. A few dollars will be needed to point up the stone work and strengthen it in places.

Several small culverts were passed without particular attention, Mr. William H. Hutchinson, superintendent of the road under the State Board of Public Works, who was with the party, assuring them that they were in good condition. What will be bridge No. 5 was examined thoroughly. It is a double arch with a pier and abutments. It was originally built with very flat arches and the arches have settled badly and are liable to give way at any time.

The stones have decayed and some have fallen out, and even the abutments are crumbling. The bridge, to make it safe, will have to be entirely rebuilt. New abutments of heavy stone blocks laid in cement with a steel superstructure were proposed, the cost being estimated at about \$3,500.

The "Robert Reed" bridge, two miles from West Alexander, is built on the same plan as the one described, and has begun to break down in the same way. It is in better condition, however, and a suggestion was made that the wooden arch be torn away, a wooden arch built under it, and all the crevices grouted with liquid cement. Unless some such plan is adopted the bridge will soon be useless and a new one will be needed in its place.

The bridge at Charles Sontag's over Wheeling creek was, excepting the abutments, demolished. A wooden superstructure has been rigged up, but it is hardly good enough if the road is to be improved permanently. The abutments are merely wing walls, filled in with earth and are very frail. It might be considered dangerous in a long continued wet spell that would soak the fillings of the abutments.

The Crumbaker bridge at the B. & O. trestle to Rogers' road is in fairly good condition. The stonework needs repainting and the bridge needs underpinning. \$50 will repair it, the engineer thought. It is not a very handsome structure though, and does not compare favorably with the bridges built lately by the county.

NEW WALLS, TOO. The wall along the Baltimore & Ohio embankment below the old Brotherton house, one of the landmarks in stage coaching days, has fallen away in places for about 600 feet, and will have to be rebuilt about that far. The wall along the road is also broken down a few hundred yards further on, and it is estimated that about 900 feet of new wall, six feet high and five feet thick will be needed. The cost of this could not be estimated, because it will depend largely upon the depth to a solid foundation.

At Valley Grove there is a wooden bridge with a thirty-nine foot span. The abutments are in good condition, but the superstructure is badly rotted. The chords are almost entirely gone in places, and a new bridge will have to be erected. A steel bridge for that place was suggested, and the commissioners seemed inclined to look with favor on steel bridges in general.

The bridge over McGraw's run is an old time logstone arch, but is in fairly good condition. It has only a ten foot opening, however, and is insufficient to carry the water. Engineer Smith was of the opinion that another span should be put in so as to make a twenty foot opening, or that the bridge should be rebuilt. Just below Valley Grove there is a dangerous piece of road where the creek comes to a close, and has cut into the embankment badly. It was suggested that a row of piles be driven close together along that part of the road, and the interstices filled with stone and the piles backed up with timbers. Something will have to be done with the road at that place, and the work suggested would be the cheapest and best permanent improvement possible.

CHAPTER 1: Weak, tired, no appetite. Chapter 2: Take Hood's Sarsaparilla. Chapter 3: Strong, cheerful, hungry.

CHALLENGES at 23-4c, 5c, 8c, 10c. 500 pieces to select from. Read Stone & Thomas' Clearance Sale ad.

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span, double arch bridge, but it is all gone but the abutments, and they are in very rickety condition. The temporary wooden superstructure is almost ready to fall down also. It was decided to put up a new steel bridge with solid abutments. The span will be sixty feet, width forty feet, depth to bed of creek twenty feet. \$2,500 is estimated as the cost of the walls, and \$1,000 for the steel work.

At Point Mills, the retaining wall is in very bad condition and must be replaced; \$1,000 was estimated as the amount needed to do the work.

At Point Mills station, below the town, a piece of retaining wall that will cost \$300 to replace has fallen in and left the road in perilous shape.

At Barney Crow's an old bridge is almost gone and will have to be replaced. The Baltimore & Ohio railroad, which runs only a few feet from the pike at that point, crosses the creek on a steel girder bridge of eighty-seven feet span. The highway bridge and the railroad bridge were both taken out by the flood of '88. A new bridge was estimated to cost about \$3,500, and a suggestion was made that a blank wall of piles and planks be built to throw the force of the creek under the opening of the bridge.

A new bridge will have to be built just beyond Roney's Point. The old stone arch has been gone a number of years, having naturally rotted away a little at a time. The new bridge will have to stand askew and will need apron walls that will make the cost \$3,500.

The superstructure will have to be not less than seventy feet long, and a bridge less than thirty feet wide would hardly suit for the National road. This will make the total cost of the bridge between \$4,000 and \$5,000.

A new bridge will have to be put in just this side of Roney's Point also. There is now an opening of 125 feet at that point, and a bridge of not less than seventy feet will be needed. The cost is estimated at from \$3,000 to \$4,500. The B. & O. R. R. is building a new bridge at this same place, and is putting in some very fine stonework and has a very substantial pair of steel girders lying nearby.

The bridge over Gashel's run is in good condition and needs only a few dollars worth of repairs. The opening is rather narrow though and a new bridge should be put in if expense were not such an important factor. The Terrell bridge is also in good order and will need no repairs immediately.

The Thornburg bridge near Triadelphia, needs to be replaced. It was originally a two-arch bridge but was washed away by a freshet about thirty years ago. When it was rebuilt, it was made a single-arch with a much increased waterway. It was not big enough to let the water of '88 through and it went down. One of the abutments is good, and it was estimated that a steel bridge and one new abutment could be put in for \$1,200. There is a passable wooden bridge at that point now, and \$200 will make it last for a time.

At Triadelphia there are many marks of the flood of '88. Where once stood the most important part of the town there is nothing but a big waste of rocks and boulders with here and there a few indications that a house once stood there. Four hundred feet of the retaining wall in the east end of town is gone and the road is slowly cutting under the roadbed. This will have to be replaced and there are, besides, a number of places where short pieces of wall will have to be put in.

The big S bridge this side of Triadelphia, which was built about 1835,

HAS WITHSTOOD ALL THE FLOODS since then, and though the water-way is comparatively small, it seems to be in very good condition yet. No repairs were deemed necessary on it. From the S bridge up toward Triadelphia, there is about 500 feet of bank that will have to be ripped up.

The big bridge known as the "Monument bridge," at Elm Grove, built in 1820, was found to be in good condition after a careful examination.

The commissioners deemed themselves well enough acquainted with the bridges this side of Elm Grove, and at that point the examination was discontinued, and the party was driven up to the Infirmary where supper had been prepared for them by Superintendent Walter and his family.

The inspection of the pike shows clearly that \$25,000 will not go a great way toward putting the road in good condition with regard to bridges and retaining walls, to say nothing of other improvements that are needed. The roadbed is in fairly good condition, due probably to the very fine foundation laid when the road was built. Stone are needed all along the line, though there are few bad mud-holes.

The amount that would be needed to put the road in order was variously estimated at from \$40,000 to \$75,000. The engineer will make a report soon to the Board advising it of the amount that will be needed to cover the breaks viewed yesterday, and after that is done the whole matter will receive further consideration.

ALL A MISTAKE. Not the President's Sister-in-Law After All the Row and Rumpus.

CHICAGO, June 10.—The widow of Clark Harrison, who was yesterday considered the sister-in-law of President Harrison, appeared at the Pension Office this morning greatly excited. She explained to Pension Agent Clements that the story as published was all a mistake.

"The fact is," said she, "my husband, Clark Harrison, was a son of a cousin to William Henry Harrison, the grandfather of President Harrison. He was 80 years of age when he died."

The old lady said that it was on account of her son, who recently died, that she applied for a pension, she being dependent upon her son for a living. Before she left Colonel Clements' office she said: "Oh, Mr. Clements, do you think the President will stop me from getting a pension, because it got into the papers that he was my brother-in-law?"

Colonel Clements said he would see to it that the President was notified of the old lady's disclaimer, and she went away satisfied.

The President and Raleigh's Exposition. WASHINGTON, D. C., June 10.—A delegation of about seventy persons representing all the southern States, called upon President Harrison to-day and invited him to attend the exposition at Raleigh, N. C., in October and November next. The President promised to endeavor to arrange his matters so as to accept the invitation.

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VOTING COVENANTERS

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LIVELY TIME IN THE SYNOD.

Some of the Ministers Protest Strongly, and Give Notice that They Will Withdraw—"Rather Stand With the Lord Than With the Church." Thirty-Seven Dissenters.

PITTSBURGH, PA., June 10.—The sensation trials of the six young ministers of the Reformed Presbyterian Church ended to-day, and the Synod, by a vote of 95 to 37, expelled five of them from the church. The charges against them were scandal, libel and following deviate courses in declaring in favor of the right of franchise at a meeting in the east end of this city. Their names are, Rev. E. M. Milligan, J. R. J. Milligan, W. A. Reed, W. L. C. Samson and J. C. K. Milligan.

Rev. A. W. McCurkin's appeal was sustained, and R. B. Burnett, a student also charged with heresy has not yet been tried. Immediately after the announcement of the vote, all the suspended ministers left the church. They were met on the outside by several ministers of the United Presbyterian church, who extended to them in an informal way the right hand of fellowship. The scene during the voting was very exciting. The verdict was not unexpected and several ministers notified the Synod of their intention to follow the young men.

When Rev. J. F. Carson's name was called, he said: "In view of the result of this vote just taken, and in view of the fact that as soon as the result of your libel is settled, I am going to leave the Covenanters Church, I refuse to vote. I will never vote again in this Synod."

Rev. Thomas Logan, of Rochester, gave warning that he would vote no against everything that may come up.

Elder McAfee spoke for the Fourth church, New York. He did not say exactly what his congregation would do, but it is well inferred that it will go out of the Covenanters church. Rev. J. L. McElhinney, said: "I would rather stand with the Lord than with the Reformed Presbyterian church. I vote no." Rev. J. R. Thompson said: "I vote no. First, it was illegal, as there was no written testimony furnished this court on which to refer a judgment. Second, it was unjust and wrong, because no sentence was too severe against these young men. Third, the vote of this Synod does not represent the sentiment of the people, and you will hear from the people later."

Rev. E. M. Smith, of Baltimore, declined to vote, because on next Sunday he will tender his resignation to his congregation and leave the Covenanters church. His reason is that he cannot believe longer in the principles of the Covenanters church. Rev. E. M. Milligan was the first to catch the eye of the Moderator after the announcement of the vote. He said: "In view of the fact that this Synod has found me guilty of scandal, libel and following deviate courses, I therefore appeal to the bar of an enlightened Christian conscience, and place myself on trial in the Monongahela presbytery of the United Presbyterian church."

He was followed by Revs. J. R. J. Milligan, W. H. Reed, W. L. C. Samson and J. C. K. Milligan. After adjournment Rev. Dr. Thompson, of New York, said that there will be no split and a new congregation formed, as that would cause a fight for church property, and further, there are now enough congregations. "But," said the doctor, "there will be a slipping away into other congregations until the church will lose a large part of the younger element and those whom we expect to support the church in coming years."

The thirty-seven who voted against the suspension of the young men this afternoon presented a paper of dissent from the action of the Synod and asked that it be spread upon the minutes.

Successor to the Late Bishop Gilmore.

CINCINNATI, O., June 10.—A convocation of Catholic bishops, consisting of Bishops Fitzgerald, Dwenger of Fort Wayne, McCloskey of Louisville, Rademaker of Nashville, Chataud of Vincennes, Watterson of Columbus, Foley of Detroit, and Maes of Covington met with Archbishop Elder and selected three names which were last night forwarded to Rome, from which the Pope will select a successor to the late Bishop Gilmore of Cleveland.

WEDNESDAY'S BASE BALL.

Some Pretty Good Playing by League and Association Teams.

New York, June 10.—Brooklyn won another close and exciting game to-day. Score: Cleveland.....0 3 0 0 0 2 0-8 Brooklyn.....3 0 1 1 0 0 4 2-9

Errors, 11 and 9. Hits, 9 and 10. Earned, 2 each. Pitchers, Young and Lovett; umpire, McQuaid.

PHILADELPHIA, PA., June 10.—Mullane was very effective in to-day's game. Score: Philadelphia.....0 0 0 0 1 0 0-1 Cincinnati.....1 0 1 0 0 0 1 3-3

Errors, 4 and 2; hits, 3 and 7; earned runs, Cincinnati 2. Pitchers, Thornton and Mullane. Umpire, Lynch.

BOSTON, Mass., June 10.—The Bostonians battled Hutchinson about as they pleased to-day. Score: Boston.....2 3 1 0 3 2 0 2-13 Chicago.....2 0 1 2 0 1 0 4 2-9

Errors, 3 and 4; hits, 18 and 6; earned runs, Boston 7; pitchers, Clarkson and Hutchinson; umpire, Powers.

New York, June 10.—The Pittsburghers fell on to Ewing in the first innings to-day and kept it up throughout, winning easily. Score: New York.....1 0 3 0 0 0 1 3-6 Pittsburgh.....2 0 1 2 0 1 0 2-14

Errors, 6 and 2; hits, 10 and 13; earned runs, 4 and 8; umpire, Hurst; pitchers, Ewing and Galvin.

WASHINGTON, June 10.—Light batting was the feature of to-day's game. Score: Washington.....1 0 0 0 2 0 0 0-3 Athletics.....0 0 1 0 0 0 0 1 0-1

Errors, Washington 3; hits, 4 and 5; earned runs, 1 each; pitchers, Miller and Chamberlain; umpire, Kerins.

Morris Park Races.

MORRIS PARK, June 10.—Races: First race—Five and one-half furlongs; Dr. Wilcox won. Time, 1:09.

Second race—Mile and sixteenth; Major Domino won. Time, 1:47.

Third race—Seven furlongs; Eon won. Time, 1:26.

Fourth race—Mile and a quarter; Foxford won. Time, 2:08.

Fifth race—One mile; Admiral won. Time, 1:41.

Flyers at Chicago. CHICAGO, June 10.—First race, one mile, Blue Veil won. Time 1:46. Sec-

ond race, 4 furlongs, Arundell won. Time 47. Third race, 8 1/2 furlongs, Joe Carter won. Time 2:00. Fourth race, 6 furlongs, Ivanhoe won. Time 1:14. Fifth race, 6 furlongs, Tanton won. Time 1:17. Sixth race, 6 furlongs, Innocence won. Time 1:17.

Running at St. Louis.

St. Louis, Mo., June 10.—Heavy track. First race—One mile; Kehama won. Time, 1:56.

Second race—Mile and sixteenth; Rorka won. Time, 2:01.

Third race—Four furlongs; The Hero won. Time, 54.

Fourth race—Mile and fifty yards; Dyer won. Time, 1:59.

Fifth race—One and one-eighth miles; Parametta won. Time, 2:08.

Sixth race—Mile and fifty yards; Caldwell won. Time, 2:04.

AMALGAMATED ASSOCIATION.

The Scale as Far as It Has Been Fixed. Nailers Will Demand an Advance.

PITTSBURGH, PA., June 10.—President Weihe, of the Amalgamated Association, this evening stated that the convention would probably not complete its work on the scale before the first of July, if then. A delegate said that the schedule had been settled as far as the last item in bar and nail plate mills. This item calls for an extra man to be paid by the firm on all bar mills working bar or skelp iron while the piles are more than 150 pounds, and an additional man for 250 pounds. No help shall be supplied if the piles of billets weigh less than 150 pounds, and the above shall not apply to mills now furnishing extra help.

The items gone over, leave the base for boiling at \$5.50, and for bar rolling and heating 70 cents on a two-cent card rate. The fixing of the boiling price virtually establishes the other rates. The rate of scrapping and busheling per ton is \$2 on a two-cent rate, and for knabbling scrap \$4.70 on the same card rate. The price for heating slabs and shingling muck and re-hammering iron remains at 75 cents for charcoal iron, 82 1/2 cents heating and shingling slabs and doubling 75 cents.

The prediction is made by the delegates that the new scale will be almost identical with the one that expires on the 30th instant. The roughers and catchers will make another stand for what they call their just dues, but their wages will likely remain as they are.

The nailers' scale is now in the hands of a committee. No figures are known, but no secret is made of the intention of the nailers to demand a good increase.

INTERNATIONAL TYPOS.

Will Amalgamate With Their German Brethren—No World's Fair Exhibit.

BOSTON, MASS., June 10.—The International Typographical Union to-day, among other things, non-concurred in a proposition to admit the testimony of Union men, not members of the International Typographical Union, when charges are made against members of local unions; overwhelmingly defeated a proposition providing for an industrial exhibition on the part of the printers at the World's Fair; adopted a proposition to change the labor union of the printers so as to make it applicable to all forms of printing. Resolutions favoring Government control of telegraphs were adopted.

A proposition to appoint a special committee to confer on the advisability of amalgamation between the I. T. U. and the German-American Typographical Union on an equal basis was adopted.

A resolution that subordinate unions annually present their scale of wages to the employers to sign, which scale shall be binding on both parties during the year, was adopted.

RAPID TIME IN GRAND RAPIDS.

New Phase of the Street Car Strike—Bricks and Revolvers in It.

GRAND RAPIDS, MICH., June 10.—The street car strike broke out again this morning from a crowd of 200 gathered at the Sweet street cable station. They assembled at 3 o'clock and were smashing things when a large posse of police arrived. A pitched battle ensued, revolvers were fired and the mob was dispersed. Officers arrested thirteen of the mob and took them to headquarters, among them being several old car drivers. It is reported that one of the crowd was fatally injured and others slightly wounded.

Death of a Rich Distiller.

PEORIA, ILL., June 10.—Edward Spelman, the millionaire distiller, died here this afternoon from the effects of injuries received in a fall from a ladder at Pekin a week ago.

The Haight Failure.

New York, June 10.—The liabilities of Charles Haight & Co., flour commission merchants, at No. 24, State street, are reported to be about \$300,000 and nominal assets considerably larger.

THE first trial of Dr. Wood's Norway Pine Syrup will satisfy any one that the lung-healing virtue of the pine tree has now been refined into an effective and convenient cough medicine. Sold by all dealers on a guarantee of satisfaction. DAW

Dyspepsia

Few people have suffered more severely from dyspepsia than Mr. E. A. McMahon, a well known grocer of Staunton, Va. He says: "Before 1878 I was in excellent health, weighing over 200 pounds. In that year an ailment developed into acute dyspepsia, and soon I was reduced to 162 pounds, suffering burning sensations in the stomach, palpitation of the heart, nausea, and indigestion. I could not sleep, lost all heart in my work, had fits of melancholia, and for days at a time I would have welcomed death. I became morose, sullen and irritable, and for eight years life was a burden. I tried many physicians and many remedies. One day a workman employed by me suggested that I take Hood's Sarsaparilla, as it had cured his wife of dyspepsia. I did so, and before taking the whole of a bottle I began to feel like a new man. The terrible pains to which I had been subjected, ceased, the palpitation of the heart subsided, my stomach became easier, nausea disappeared, and my entire system began to tone up. With returning strength came return of mind and body. Before the fifth bottle was taken I had regained my former weight and natural condition. I am today well and I ascribe it to taking Hood's Sarsaparilla."

N. B. If you decide to take Hood's Sarsaparilla do not be induced to buy any other

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8 Years

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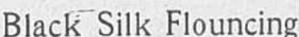
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