

STATE DEVELOPMENT.

Gov. Fleming Opens the Eyes of Pittsburghers About the

GREAT WORK IN WEST VIRGINIA

Now Going on--The Wonderful Resources that are Being Opened up in the Interior--Railroad Building. A Line Wanted Down the Monongahela River from Fairmont to Pittsburgh--Fairmont, the Northern Terminus of the Camden System, is the Key to the South--A Remarkable Showing.

Governor Fleming was in Pittsburgh on Wednesday, and a *Dispatch* reporter interviewed him on the resources of West Virginia, the development of the State and the opportunities for profitable railroad building in the northern section.

"What is being done in the way of opening up and developing your State?"

"Our State is making rapid strides in all lines of development in every section, and our industries are paying and prospering, farming being the least profitable; our people are in good condition financially, there having been no failures of any consequence in the past twelve months."

"What is going on in the way of railroad building?"

"There is now building a new east and west line through the State, the Norfolk and Western Railroad, having its eastern terminus at Norfolk, Va., passing through West Virginia, and which connects with lines west, opening up to the eastern and western market; the celebrated Flat Top and other coal fields of the State. This is a great road and is opening up a wonderful country; the completion of the road has been retarded by the excavating of a long tunnel, but will be completed in a few months. Next in importance is the Camden system which has its northern terminus at Fairmont, at the head of the Monongahela river, and is a north and south road passing through the State, connecting with the Chesapeake and Ohio railroad. The Davis system is another important line of road building from Piedmont through the State to connection with the Baltimore and Ohio railroad at Grafton."

"Are any of the roads coming to Pittsburgh?"

"Ultimately, we hope; but our people are growing somewhat impatient because railroad communication between Fairmont and Pittsburgh has not long since been consummated; indeed, the industrial progress, which is visibly changing many parts of West Virginia from a wilderness into a hive of busy, bustling activity has scarcely made, I think, that impression upon Pittsburgh people that its importance demands; certainly no community should be more interested than Pittsburgh in the development of such a large area of contiguous territory, which should be naturally tributary in a business and commercial sense to this city. It is somewhat singular that greater effort has not been made on the part of Pittsburgh to secure extensive commercial relations with the section indicated. I mean the northern and interior counties of West Virginia. Most of their trade and products have drifted to Eastern cities much further away, because of lack of direct transportation facilities to and from their natural market at Pittsburgh. For years the people of that section have hoped for a time when profitable business relations should be established with this city. But for some reason capital has held aloof from investment in a railroad up the Monongahela river to that point in West Virginia, which would open up to Pittsburgh a large part of the State's resources. The people of the upper Monongahela Valley realize the value of such a line, and have given support to every proposition looking to its building. As an instance, several years ago the counties of Marion and Harrison voted large county subscriptions to aid in such enterprise, surveyed a route along the west bank of the river to the State line, secured the right of way, etc., but their efforts were unavailing."

"DON'T UNDERSTAND THE VALUE."

"The apparent indifference on the part of Pittsburghers in seeking this new field for their enterprise and new avenues for enlarged trade by the building of a railroad in that direction, may proceed from a lack of appreciation of the magnitude of the resources. Certainly it would seem that every consideration of business sagacity would dictate the establishment of these relations with a section only a hundred miles away if they could be made to realize the value of the trade of that section."

"To what point would a road have to be constructed to secure these advantages?"

"To Fairmont, on the B. & O., which is the present northern terminus also of the Camden system, and towards which town the Davis system of roads is now heading."

"How much road would have to be built, or what extensions made, to give Pittsburgh such railroad connection?"

"Well, a branch of the Baltimore & Ohio railroad now runs to Morgantown, which is only 22 miles from its line at Fairmont, and the construction of a road covering this gap would give Pittsburgh a connection by the Baltimore & Ohio railroad system. A connection by the Pennsylvania system could be had by the extension of its southwest branch from Uniontown to Fairmont, a distance of only about 40 miles."

"What kind of a town is Fairmont, and what is being done there in the way of business?"

"FAIRMONT THE KEY TO THE SOUTH."

"Fairmont is really the key, so far as Pittsburgh is concerned, to the trade of northern and central West Virginia. With its suburbs it has a population of less than 3,000 people, yet it paid to one railroad last year freight aggregating over \$1,000,000. A portion of these freights were paid on coal and coke, which are produced in large quantities in that neighborhood, but still the general business of the place paid over \$1,000,000 per day exclusive of coal and coke shipments. The volume of business transacted in the place may be estimated by the bank statements which showed a business of over \$15,000,000 last year. This town enjoys exceptional advantages in a business sense. The Camden system of railroads which penetrates and opens up so much of the interior of the State has its terminus here, while the F. & M. P., a branch of the Baltimore & Ohio railroad, which terminates at Morgantown, twenty-two miles below Fairmont, is quite a tender in a commercial way to the town, but it does a large business independent of these advantages. The coal and coke production of the region enters at Fairmont, and this in itself is no mean element of

business prosperity. Where some years ago there was little indication of great industrial enterprises, hundreds of men are now engaged in coal mining, and villages and towns have grown up around Fairmont in consequence of this development. The merits of the coal and coke product have so far commanded it for general use that the output is no longer limited by the local demand; it has become simply a matter of transportation and capacity of plants. Capitalists realize this and are anxious to invest in coal lands in this section.

CAPITALISTS BUYING UP COAL LANDS.

"Large purchases have recently been made in and around Fairmont which assure a number of additional plants and the employment of a correspondingly increased number of men. Some of these purchasers, by the way, are Pennsylvanians whose success as practical coal operators guarantees that they know what they are doing when they invest in coal properties in our State. Among these investors is M. Saxman, Jr., of Latrobe, who has bought 5,000 acres of coal within a mile of Fairmont; Senator Don Cameron, Prof. McCreath, and other Pennsylvanians have bought a great deal of coal near the town. These purchases do not include the extensive acreage bought by the Davis-Elkins syndicate, composed of ex-Senator H. G. Davis, S. B. Elkins, James G. Blaine, Senator Gorman and others, who have bought coal on the west side of the Monongahela river embracing several thousand acres, nor the Camden Company, which has 15,000 acres lying on the south of Fairmont, and own the largest coal and coke plant in the State at Monongah. All these contemplated and actual works are and will be dependent on Fairmont as a shipping point and base of supplies."

"What have you in West Virginia besides coal?"

RESOURCES IN COAL AND TIMBER.

"Everything; we have oil and gas, the finest of grazing and agricultural lands, blue grass growing naturally to the very tops of the hills, and we have the very finest hard and soft wood lumber regions in the United States. These timber sections are penetrated by both the Camden and Davis systems of roads, and there is now in course of construction on the line of the Camden road on Williams river a sawmill plant to cost \$100,000, which will saw 50,000,000 feet of lumber a year, and the projectors of the enterprise expect to realize from it profits aggregating \$200,000 annually. Do you want me to specify further?"

"No. Have you any iron ores that could be brought to Pittsburgh?"

"Yes, not only the iron ores of the southeastern part of our own State, but the rich and inexhaustible beds across the line in Virginia, which will be reached by the Camden road when its connection with the Chesapeake & Ohio railroad is completed. As I have intimated, Pittsburgh would be a natural market for this iron ore and our timber, and would have a magnificent trade as a result of the business growing out of the development."

"Governor, can you estimate it dollars and cents the value of this trade?"

"Well, no; but it is clear that a business connection that would bring Pittsburgh within convenient reach and touch of a State of nearly 1,000,000 people must attract here a trade that would contribute immeasurably to Pittsburgh's volume of business."

West Virginia Pensions.

SPECIAL DISPATCH TO THE INTELLIGENCER.

WASHINGTON, D. C., Oct. 22.—West Virginia pensions: Original—Morris Johnson, Abraham Stroinsider (deceased), Fielding A. Pinnell, Elmer Powers, Granville Phillips, Foster W. Waldo, James W. Pool, Michael Snyder, Frederick Breakier, Samuel Stone King, David C. Spears, John Smallwood, Canaan Simmons, Edmund J. Smith, Samuel Young, J. K. Whitford.

Additional—David Wilson, Thomas Cogar, Terrence Colgan, George H. Siders, David Kirkland, Thomas Birch, Charles G. Fluharty, Horatio Tucker.

Increase—John B. Rice, Samuel Sheets, John McCombs.

Re-issue—John W. Mercer.

Two Trains Passed Over Him.

SPECIAL DISPATCH TO THE INTELLIGENCER.

CHARLESTON, W. VA., Oct. 22.—James Wells, brakeman on the Kanawha & Michigan railway, fell from a freight train near Raymond City Tuesday night and a number of loaded cars passed over his body. He was not missed for some time and another freight passed over him later in the night. Both legs were cut in two and his head almost severed from his body. It is not known how the accident occurred, but it is supposed that he fell while attempting to step from one car to another.

May be a Big Printers' Strike.

CINCINNATI, O., Oct. 22.—The United Typothet of America, now in session here, has adopted the following:

"Resolved, That the United Typothet of America approve and endorse the action of the Pittsburgh Typothet in resisting the recent demands made by the typographical union of that city, and that we pledge them our hearty support in every practical form."

This action possibly involves a spread of the troubles now existing in Pittsburgh to other cities.

An Indian War.

NOGALAS, ARIZ., Oct. 22.—The State of Sonora, and, in fact, the entire republic of Mexico, is again in a fever of excitement by reason of the Yaqui Indians along the Yaqui river having declared war and entered upon a campaign which promises to be a bloody and troublesome one. The Mexican government is concentrating troops as rapidly as possible and preparations are being made for a vigorous campaign.

Brutal Murder.

PITTSBURGH, Oct. 22.—At Oakdale, Pa., this morning William McMahon shot and almost instantly killed John Stabler. McMahon was bitten by Stabler's dog, and procuring a revolver shot the dog and then fired into Stabler's house, killing Stabler.

Asphyxiated.

NEW YORK, Oct. 22.—Two unknown Russian men, lately arrived, were found dead in bed asphyxiated by gas at 62 Eldridge street, early this morning.

Vetoed the School Bill.

ATLANTA, GA., Oct. 22.—Governor Northern has vetoed the school bill involving an appropriation of \$1,200,000.

Steamship News.

NEW YORK, Oct. 22.—Arrived—Steamers City of New York, Liverpool; Novada, Liverpool; Lahn, Bremen.

LONDON, Oct. 22.—The Guion line steamer Wisconsin, which sailed from New York October 11 for Queenstown and Liverpool, has not yet arrived at either place. The White Star line steamer Germanic, which arrived at Queenstown this morning from New York, reports that she saw nothing of the Wisconsin during her passage.

QUEENSTOWN, Oct. 22.—Arrived—Germanic, from New York.

SICILY, Oct. 22.—Passed—Augusta Victoria, New York, for Hamburg.

KANSAS ALLIANCE.

A Big Gathering at Salina—Soleless Jerry Present—McGrath Opposed to a Third Party.

SALINA, KAN., Oct. 22.—This is a big day for the Farmers' Alliance in Kansas. By numbers and demonstration it appears that the Alliance in Kansas is as enthusiastic as it was last fall. The city has been besieged with members of the order and at 10 o'clock this morning not less than 10,000 of them had gathered about the city. At that hour a procession was formed and it moved through the main street of the city to the fair ground. While this demonstration was in progress, President McGrath was delivering his annual address. It was in accord with his often repeated declarations, that the Alliance must preserve a business organization intact; that to enter politics as an organization is to impair its usefulness. He urged the speedy adoption of both a local and general co-operative system.

At the fair grounds an immense dinner was waiting the participants in the parade. The chief attraction this afternoon was a speech by Congressman Jerry Simpson.

FOREST HOTEL BURNED.

The Natural Bridge Cottages and Hostelry Destroyed.

NATURAL BRIDGE, VA., Oct. 22.—The Forest Hotel, the largest and principal hotel at the famous Natural Bridge, took fire at 1 p. m. yesterday during dinner, and in two hours was in ruins. The cottages adjacent to the hotel were also reduced to ashes. The property destroyed was valued at \$50,000 and is fully insured.

The French Cabinet.

PARIS, Oct. 22.—At a meeting of the cabinet it was decided to reject the Senate tariff committee's proposal to place the import duties on salt meat at 25f. On the other hand the cabinet decided to give its approval to the twenty francs duty on imported salted meats, as voted by the Chamber of Deputies.

The ministers also discussed the gravity of the enormous increase in France of the number of railroad accidents. M. Guyot, the minister of public works, who took an active part in this discussion, said that he had caused instructions to be sent to the railroad officials throughout the country, ordering them to redouble their vigilance, and to leave no stone unturned to prevent such disasters, and to use every effort to place the blame for all accidents upon the proper shoulders.

The Floods in Spain.

MADRID, Oct. 22.—Several villages in the province of Grenada have been isolated by the floods and the supply of food in these places has in consequence become very scarce. Traffic has been completely stopped between Salamanca and Oporto, a portion of the railroad line connecting the two cities having been destroyed by a landslide.

A Royal Betrothal.

BERLIN, Oct. 22.—The North German Gazette says that Prince Ferdinand, heir to the Roumanian throne, will be betrothed to Princess Marie, eldest daughter of the Duke of Edinburgh.

Fever Drives Out the Troop.

BUCHAREST, Oct. 22.—Russia is withdrawing her troops from Bessarabia on account of the wretched accommodation there and an epidemic of typhus.

The Grip Again.

PARIS, Oct. 22.—Influenza in a virulent form has broken out at Angoulême and other places in the Department of Charente.

The Rhine is rising. A new bridge has been swept away at Ollere, near Privas.

Grip in Austria.

VIENNA, Oct. 22.—Influenza is raging in Galicia, the infection having been brought from Russia. Four thousand cases are reported from Lemberg alone.

Small-pox in Trenton.

TRENTON, N. J., Oct. 22.—Small-pox has made its appearance in the Italian quarter here, and the health officers fear it will become epidemic. It is now known that there are seven cases, and it is feared that many Italians have been exposed to infection.

Five Cases of small-pox.

MONTREAL, QUE., Oct. 22.—Five new cases of small-pox have been reported to the Provincial Health Board.

Bad drainage causes much sickness, and bad blood and improper action of the liver and kidneys is bad drainage to the human system, which Lurdox Blood Bitters remedy.

A Druggist Surprised.

J. G. Done, a druggist at Dunmore, Pa., says he has never sold a medicine that gave such universal satisfaction as Chamberlain's Colic, Cholera and Diarrhoea Remedy, and that the large demand for it has been a great surprise to him.

Sunday Excursions.

Commencing Sunday, May 31, and every Sunday thereafter, the Baltimore & Ohio Railroad Company will sell excursion tickets to Pittsburgh and return at \$1.50 and to Washington and return at \$1, good returning Sunday only.

Hood's Sarsaparilla

Is a concentrated extract of Sarsaparilla, Yellow Dock, Pipsissewa, Juniper Berries, Mandrake, Dandelion, and other valuable vegetable remedies, every ingredient being strictly pure, and the best of its kind it is possible to buy.

It is prepared by thoroughly competent pharmacists, in the most careful manner, by a peculiar Combination, Proportion and Process, giving it its curative power.

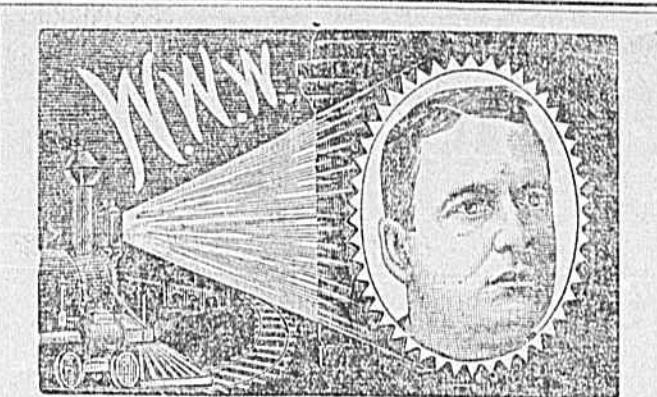
Peculiar To Itself

It will cure, when in the power of medicine, Scrofula, Salt Rheum, Blood Poisoning, Cancerous and all other Humors, Malaria, Dyspepsia, Biliousness, Sick Headache, Catarrh, Rheumatism, and all difficulties with the Liver and Kidneys. It overcomes That Tired Feeling, Creates an Appetite, and gives great mental, nerve, bodily, and digestive strength.

Hood's Sarsaparilla is sold by all druggists. \$1; six for \$5. Prepared only by C. I. Hood & Co., Apothecaries, Lowell, Mass.

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

100 Doses One Dollar



MY PLEDGE OF HONOR.

I am now prepared to redeem my pledge of honor. All persons having bought WHITE'S WONDER WORKER, not benefited by its use, return it to me at the Hotel and your money will be refunded according to contract when sale was made.

To-morrow is the last day I will be with you. Kindly asking you to recommend the W. W. W. according to its merits, and thanking the public for liberal patronage, I am, Respectfully, G. W. WHITE.

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And All From a Practically Unlimited Line of

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Facts and Figures Convince All Corners That we Offer the Opportunity of the Season in

Parlor and Bed Room Suits, Mantel Mirrors, Standing Cabinets, Wardrobes and Sideboards, Carpets, Oil Cloths, Linoleums, Window Shades, Rugs and Mats.

UNDERTAKING.

In this department our facilities are unsurpassed. We are prepared to conduct burials in a most satisfactory manner. All modern undertaking appliances. A NEW WHITE FUNERAL CAR, the finest in the city. Also, a FINE BLACK FUNERAL CAR. Competent management guaranteed.

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DOT THIS DOWN FOR A FACT:

That our establishment is a model one in every respect. That in our attractive assortment, prompt service and fair treatment, our customers are amply and satisfactorily served. That while we cannot give you something for nothing, we aim to give a good, honest deal every time. We invite your personal inspection.

Undertaking in its Several Forms a Special Feature.

TELEPHONE CALLS ANSWERED DAY OR NIGHT.

HAMM & CO., 1065 MAIN ST.

STATIONERY, BOOKS, ETC.

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Writing Tablets and Box Paper From 10c per box up.

A nice line of MARCUS, WARD & CRANE'S FINE WRITING PAPER.

We have just received a large line of Games for home amusement, embracing many new novelties and all of the old favorites.

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207 1208 MARKET STREET.

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SLATES, PADS, PENCILS, PENS &c, FOR SCHOOL USE.

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Does Not Cut the Rods. Is Steam Tight. Will Last Longer Than Any Other.

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T. H. Higgins,

Photographer.

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SALESMEN—WE MAKE A LIBERAL offer to traveling and local salesmen in every State who call on retail grocers. GUINNESS EXTRA WHEAT FLOUR CO., 131 Lake St., Chicago, Ill.

WANTED—FOR THE UNITED STATES ARMY.

Men, between the ages of 21 and 35 years, of over 5 ft. 4 in. height, intelligent, good pay, ration, clothing and medical attendance. Applicants must be prepared to furnish satisfactory evidence as to age, character and health. Apply at 1131 Main street, Wheeling, W. Va.

WANTED.

50 MINERS.

Fifty good Miners wanted at Winfield, W. Va., on line of Chesapeake & Ohio Railway, within ten miles of Charleston. Steady work guaranteed. 0c10 WINIFRED COAL CO.

FOR RENT.

FOR RENT.

A large store room now being built on Main, Tenth and Market streets. Will have a frontage of over 200 feet. A tenant that would occupy the whole of it store rooms to suit. Inquire of JAMES L. HAWLEY, No. 149 Main street.

PUBLIC SALES.

PUBLIC SALE.

The undersigned will offer at public sale at the north front door of the Court House of this county, West Virginia, on WEDNESDAY, OCTOBER 23, 1891, commencing at 10 o'clock a. m., forty-four shares of stock in the State Fair Association. Terms—Cash. W. M. DUNLAP, Committee for S. H. Van Meter.

PUBLIC SALE.

OF JEFFERSON IRON WORKS STOCK. Under an order of the Circuit Court of Ohio county, made on the 10th day of October, 1891, in the chancery cause of the Keystone Bank of Ohio, vs. J. F. Lagerfelt and others, of shares sold at public sale, at the north front door of the Court House of Ohio county on

SATURDAY, OCTOBER 23, 1891, at 10 o'clock a. m., one hundred shares of the capital stock of the Jefferson Iron Works.

TERMS OF SALE—Cash.

BANK OF THE OHIO VALLEY.

By F. P. Jeros, Clerk.

W. P. HUBBARD, Attorney.

J. C. Harvey, Auctioneer.

A UCTION SALE

OF ISLAND BUILDING LOTS.

AN OPPORTUNITY FOR INVESTORS AND BUILDERS.

Will sell SATURDAY, OCTOBER 23, at 10 o'clock at the front door of the Court House, the following desirable lots:

Secs. 12 and 13 South Front street, 45x110, 20 only desirable vacant corner on the street for sale. Secs. 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147