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IT MAY BE A "DEAL."

C., L. & W. and Ohio River Officials on an Inspection.

AN ALLIANCE OF THE TWO ROADS

Is Thought Probable, Although Nothing Could be Learned from the Railroaders—The New Camden Road to New Martinsville Would Make an Alliance Advantageous The Party go Down the Ohio River Road.

A few days ago the trip of ex-United States Senator Johnson N. Camden, who is largely interested in the Ohio River and other West Virginia railroads, to Cleveland in his private car, the "Gauley," was mentioned, and it then leaked out on pretty good authority that the senator was conferring with the Cleveland, Lorain & Wheeling officials relative to a "traffic arrangement." Very little more could be learned at the time, but it was generally supposed that something of importance was on the tapis.

Yesterday at noon the private car of General Manager W. R. Woodford, of the Cleveland, Lorain & Wheeling road, arrived in Bridgeport, with that official and President Woodford on board. It was switched over on to the Ohio River tracks. By a peculiar coincidence the private car "Gauley," of Senator Camden, arrived in the city from Parkersburg during the morning, with General Manager Burt aboard. Senator Camden joined the party here, and, after taking dinner at the McLure, a special train was made up on the Ohio River road, consisting of a regular coach and the two private cars, which left for below at 2 o'clock in the afternoon. The railroaders were very reticent, and efforts to pump them were without avail.

However, there seems no doubt that a "deal" of some kind is on. A gentleman who is well up on railroad matters, and is often on the "inside" of transactions of this character, says that in his opinion the late conferences of the officials of the two roads mean a closer traffic arrangement. As they already have an ordinary traffic arrangement anything closer would mean an alliance.

When the latest proposed Camden road is completed it would be perfectly natural to see the Cleveland, Lorain & Wheeling and Ohio River roads seek such an alliance. This new road is to be completed next year; it is the road that will connect Clarksburg and New Martinsville, running down the Bingamon and Fishing Creek route. At Clarksburg connection will be made with another Camden line, the Monongahela River, which taps the great Monongah and other coal mines in the Fairmont district. Fairmont has not had the blessing of railroad competition in the transportation of its coal to the marts of the great lakes and the west.

This new line to New Martinsville would furnish the desired competitive line if an alliance should be effected between the Ohio River and the Cleveland, Lorain & Wheeling. The coal would go over the Monongahela River to Clarksburg, over the new road to New Martinsville, and on the Ohio river to this city, all of them Camden roads. From Wheeling the lakes would be reached via the Cleveland, Lorain & Wheeling. An arrangement such as the one outlined, is thought by many to be the result of the present conference of officials.

The party stopped at various points along the Ohio River road and stayed at Parkersburg last night. They will proceed down the line to Huntington and Kenova to-day.

The following special telegram received last evening confirms, in a measure, what was before somewhat a matter of conjecture:

Special Dispatch to the Intelligencer.

PARKERSBURG, W. VA., Nov. 13.—General Manager Burt and ex-Senator Camden arrived here to-night on a special train from Wheeling, where they met President M. D. Woodford, of the Cleveland, Lorain & Wheeling, and M. R. Woodford, general manager of the same road, who accompanied them here.

Mr. Camden says the meeting was to make traffic arrangements to ship Monongah coal over Woodford's road to Lorain and Cleveland, and further than that the meeting had not great significance.

The matter of building the road from Monongah to New Martinsville to connect with the Ohio River railroad and Ohio river was talked about.

Messrs. Woodford are guests at the Camden mansion over night. They will leave in the morning with Mr. Camden for Kenova, and from there back to Wheeling.

NEW LOCOMOTIVES

Ordered by the Ohio River Railroad—A Big Freight Business.

The Ohio River Railroad Company has placed an order with the Brooks Locomotive Works, of Syracuse, for two new locomotives for freight use. They are to be delivered very soon and are to help out the road in overcoming the present glutted condition of its freight service. Never in the history of the road has there been anything approaching the heavy freight business now being done. This is partly explained by the long season of suspended navigation on the Ohio river and also by the wonderful activity in the southwest oil field, nearly every part of which is tributary to the Ohio River road.

Bituminous Coal Combine.

A possible combination among the soft coal operators of western Pennsylvania and the Cumberland region of Maryland is attracting attention. It is said that the combination is to provide for the allotment of tonnage much like that which is supposed to prevail in the anthracite trade. The report which is given as an outline of the project states that the railroads in the movement are the Pennsylvania, Baltimore & Ohio, Beach Creek, Huntington & Broad Top, West Virginia Central and other roads interested in the tidewater trade, but not the Norfolk & Western and the Chesapeake & Ohio.

Rare Chance.

An elegant Krakauer Upright Piano, in perfect condition, must be sold at once. Satisfactory reassons will be given to the purchaser. Come at once if you want a bargain.

F. W. BAUMER & Co.

THE Union Epworth League will give an entertainment at the Opera House, Thursday, November 21. Mr. Burke C. Taylor, of Pittsburgh, an elocutionist of rare ability, has been secured for this occasion. He has been heard by a few Wheeling people, who are enthusiastic in his praise. He has delighted large audiences in a number of the leading cities. Tickets now on sale at W. J. Lukens' jewelry store and by members of the local leagues. General admission 25 cents. Reserved seats 35 cents.

A STRAIGHT RECORD.

An Interview With an Intelligent Gentleman From the "Interior."

"Well, I'll be ——"

"No, you won't, Charlie, if you will only answer one question. Will you be, or are you, a candidate for governor?" asked the INTELLIGENCER reporter of Hon. Charles E. Wells, of Glover's Gap, last evening.

"For what?—oh, yes. Well, I think not. Ask Clarence Smith, Owen McKinney or Fred Martin; or any of the followers of George Andy's Dog; they will tell you the reason why."

"But you are the most prominent man who has been mentioned for that place," persisted the reporter; "what will you do with your boom?"

"Look here"——, and then Mr. Wells whispered, you all know Charlie,—"You may say now that I am not in politics. I am working for oil; I am trying to make business for my state. In this I am a patriot, ain't I? Me for governor? Not much! There are others. Come down and see me at the Windsor Hotel after awhile. Tell you something else? Perhaps. Yes, I am registered there—Hon. Charles E. Wells, Glover's Gap, W. Va."

DIED.

TAYLOR—At the residence of her husband, George R. Taylor, on Fourteenth street, on Wednesday, November 13, 1895, at 9 o'clock p. m., MARTHA TAYLOR, after a short illness.

Funeral notice hereafter.

McLURE—At Findlay, Ohio, on Tuesday, November 12, 1895, Mrs. ELIZABETH McLURE, in her 80th year.

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The Great Homefurnishers, Fourteenth and Market Streets.