

EIGHTEEN CENTS

Recommended as the Net Price of Natural Gas Here

BY THE COUNCIL'S COMMITTEE.

A Long Session last Evening to Consider the Proposition of the Natural Gas Company of West Virginia—A Modified Proposition Adopted after a Great Deal of Discussion, and it Does not Seem to be Acceptable to the Company.

Last evening the special committee of council on the subject of the proposed increase of natural gas prices to domestic consumers, met at the city building pursuant to adjournment.

WHEELING, W. Va., Dec. 2, 1895. To the Committee of Council on Natural Gas.

Gentlemen—In compliance with the request made at your last meeting for a written proposition from us upon the matters under consideration, we respectfully submit the following, which, if adopted, will, we believe, place the natural gas business in Wheeling upon a more satisfactory basis, as well for the consumer as the producer.

Repeal the ordinance of April 17, 1885, and supplement thereto, which gives this company the exclusive right of the domestic business. This will open the market so far as we have any control over it, to all comers.

In consideration thereof give the Natural Gas Company of West Virginia the privilege of continuing business, and in further consideration place a limit on the price of natural gas so to which the company may sell the same.

But as it is impossible to fix the price of any commodity for a long term of years that will be equitable, let the maximum price be 25 cents per thousand cubic feet for four years from and after January 1, 1896.

Provide that the maximum price shall not be lowered by action of council, but if advanced in behalf of others it shall likewise be advanced in behalf of this company.

Provide also, that an allowance of 25 cents per thousand cubic feet be made to all consumers who pay their bills on or before the 10th of each month.

Very truly yours, THE NATURAL GAS COMPANY OF WEST VIRGINIA.

Charles W. Batchelor, President.

Mr. Butts said there were only one or two places in the United States where the net rates were higher than here proposed. There was some discussion as to the rates in different places. It was stated that the prices over the river, where the Wheeling Natural Gas Company furnishes the gas, were 10 cents a thousand cubic feet, with 10 per cent discount for cash.

Mr. Heard said the company would furnish gas for the crematory and city building at 15 cents. While the company asked authority to charge a rate of 25 cents, it would not expect to charge that much at once. If the council would allow the company to charge 25 cents net for a set term, it would be satisfactory.

Mr. Hearne suggested that the members of the committee consult together, and if the company's proposition was not acceptable, make another proposal, and this suggestion being accepted, the representatives of the company withdrew.

IN PRIVATE SESSION

The committee had a very interesting discussion of the whole subject. Mr. Butts raised the point that the original contract still holds good, as it was only modified by a resolution, the effect of which died with the council which passed it.

Mr. Irwin and Mr. Bodley opposed granting anything. Captain Otto thought the company was entitled to some concession. The contract, he said, was not worth the paper it was written on. The city had been obtaining money under false pretenses, as the city solicitor said the council had granted something it had not power to grant, and had obtained a valuable consideration for that grant.

Several members said the company had been protected in its exclusive privilege and had had the usufruct, whether the contract was legal or not. Solicitor Boyce explained his former statement as to the illegality of the exclusive grant, and said that the contract as between the city and the natural gas company was just as binding as any other contract.

A suggestion was offered that the matter be "reverted" as long as possible, but this met with opposition.

Mr. Butts moved that the company be allowed to charge 25 cents gross, 19 per cent off for cash in ten days, and that gas be furnished free to the crematory and city building. Capt. Otto seconded this, and the chair was about to put the motion when the point was raised that a mere resolution could not amend an ordinance. However, it was concluded that the recommendation might be sent to council, and if it was adopted an ordinance be drawn up to carry it into effect. Then the motion was put and lost by a vote of 5 to 2.

Mr. Butts moved that the gas company be held to the original contract, but that the gas company's proposition be submitted to council without recommendation. This was carried.

The clerk called in the representatives of the natural gas company and the action of the committee was communicated to them.

ALL GONE OVER AGAIN.

Mr. Heard asked if this was final, and being told that it was, said there was certainly some justice on the company's side. He thought the people would prefer to pay more than to do without gas. The company was losing money. Did the committee want to drive natural gas away? Was there any other town would take such a position? Not one.

Capt. Otto asked if it was true that the company made money on gas and sunk it in oil. Mr. Heard said this was absolutely untrue. The company had made no money except on oil. The company could not carry on business under such a load of misrepresentation and such a load of restrictions as burdened it here.

Mr. Hearne suggested as a means of arriving at the true state of affairs that the committee or a sub-committee go to Pittsburgh and examine the company's books. He thought it should have a full and free knowledge of the facts, and this was the best way to get it. The company would pay all expenses.

Mr. Heard said the company did not want to be driven out of Wheeling. If it could be driven out, he thought there was a disposition here to drive it out, and he added, "If that is the general desire, we will go." He spoke with a great deal of force, and said there was not a business concern in the Ohio Valley that had been subjected to such restrictions as the gas company. He suggested a public meeting of the natural gas consumers to decide what the public desired. This idea seemed to meet with general approval.

Mr. Boyce thought it would be well to have a thorough investigation by a committee or an expert book keeper and then have a meeting and submit the information gained to the consumers.

Mr. Hearne made some earnest remarks as to the consideration due the company, and the representatives of the company again withdrew.

Mr. Butts moved to reconsider the former action, and this was carried. Then the question arose what to do

next. After some talk Mr. Irwin suggested that

THE TWENTY CENT RATE

be again proposed to the representatives of the company.

Captain Otto said ever since the gas was brought here a certain class of people had been damning the gas.

Mr. Butts said, "I have been damning, but not damning the gas. I was damning the wind in the gas."

Then a motion to adjourn was made, but not entertained.

The motion to adhere to the old contract was on motion laid on the table.

Mr. Butts moved that the rate of 20 cents, ten per cent off for cash in ten days, free gas to be furnished at the crematory and city building, be offered the company. This was adopted by a vote of five yeas to two nays.

The gas company's officials were called back and this action explained.

Mr. Heard objected to the free gas, as it led to wastefulness. He preferred a low rate for gas furnished the city, and he wanted a time limit—two or three years—on the 18 cent rate, with the privilege of increasing it any other company charged a higher rate. It was explained to him that the exclusive franchise remained part of the contract.

Mr. Heard asked for a ten cent rate at the crematory and city building.

Later this proposition was modified. Mr. Heard agreeing to wait for the pay several months. He asked, "How long would it take you to catch up on your finances?"

Mr. Irwin—"Oh, about two years."

This caused some laughter, and the gas people again went out.

Mr. Butts moved to adhere to the proposition carried before, and then moved to adjourn, and the committee adjourned.

NOTES ON NAVIGATION.

Stage of Water and Movements of Boats. The River Interests.

YESTERDAY'S DEPARTURES.

Jewel, Clarinton, 3:30 p. m. Ben Hur, Parkersburg, 5 a. m. (Tuesday).

BOATS LEAVING TO-DAY.

H. K. Bedford, Pittsburg, 8 a. m. Liberty, Parkersburg, 10:30 a. m. Lexington, Matamoras, 10:30 a. m. Jewel, Clarinton, 3:30 p. m.

BOATS LEAVING TO-MORROW.

Ben Hur, Parkersburg, 8 a. m. Roston, 8 a. m. Jewel, Clarinton, 3:30 p. m.

The Tom Lyle passed up with empties at 1 p. m.

C. M. Oliver, Jr. has taken a position in the wharfbarge office.

On account of a very big trip the Ben Hug did not get away for Parkersburg until 3 a. m. yesterday.

The Hudson was expected up to-day, but by reason of the slowness of the rise in reaching Cincinnati, she will not be here until Thursday morning.

It is not yet known whether the H. K. Bedford will make her usual weekly trip through for Newport. An unreliable report that this trip would be discontinued, is in circulation.

The marks at the public landing last evening showed 6 feet 2 inches and slowly falling. The morning reports showed both Monocaskela and Allegheny rising, with snow and rain falling. It is thought now that there will be another stage on which a big shipment of coal can be made by river. Many towboats with empties have reached Pittsburgh and can take out another 10,000,000 bushel shipment very soon.

The following produce boats are loaded ready for the southern markets and will probably be taken south by the Charlie McDonald. They are: W. W. Hayman, Willow Grove, two boats, 3,800 barrels of potatoes and 600 barrels of apples; A. and E. Douglas, Ripley Landing, two boats, 1,500 barrels of potatoes and 1,200 barrels of apples; Peter Bentz, Letart, one boat, 2,000 barrels of potatoes; Al. Alexander, Letart, one boat, 1,600 barrels of potatoes; E. Blibbee, Apple Grove, 3,500 barrels of potatoes; John Alexander, Letart, one boat of crockery.—Pt. Pleasant Register.

Pittsburg—River 5 feet and falling at the dam. Snowing.

Morgantown—River 6 feet 11 inches and rising. Heavy rain last night and to-day. Snowing to-night.

Greensboro—River 7 feet stationary. Weather—Rainfall 4.0 inches. Warmer, snowing.

Warren—River 2 feet 5 inches and stationary. Weather cloudy and cold.

Oil City—River 2 feet 3 inches and rising. Weather cloudy and cold.

Staubenville—River 5 feet and falling. Weather, snowing and cold. The Ford City on her way down sank a barge at the foot of Brown's Island. She left her tow and proceeded to Wheeling to get her rudder repaired. The barge lies about seventy-five yards from shore out from the big old rock.

As nearly all of the packets have now resumed, the following revised list of departures will be of interest:

Virginia—Captain, T. S. Calhoun; clerk, R. H. Kerr. For Cincinnati, Sunday, 8 a. m. For Pittsburgh, Friday, 8 a. m.

Keystone State—Captain, C. W. Knox; clerk, Henry Best. For Cincinnati, Tuesday, 8 a. m. For Pittsburgh, Sunday, 8 a. m.

Hudson—Captain, Robert Agnew; clerk, James Alexander. For Cincinnati, Thursday, 8 a. m. For Pittsburgh, Tuesday, 8 a. m.

Ruth—Captain, Ira Huntington; clerk, Ralph Gaches. For Charleston, Wednesday, 6 a. m. For Pittsburgh, Sunday, 5 a. m.

Ben Hur—Captain, Fred Kemple; clerk, Ed Duna. For Parkersburg, Monday, 4 p. m.; Friday, 10:30 a. m. For Pittsburgh, Sunday, 6 a. m.; Wednesday, 8 a. m.

Liberty—Captain, John K. Booth; clerk, Phil Hornbrook. For Parkersburg, Tuesday, Thursday, Saturday, 10:30 a. m.

H. H. Bedford—Captain, Gordon Green; clerk, H. E. Bevan. For Pittsburgh, Tuesday, Thursday, Sunday, 8 a. m.

Lorena—Captain, Dana Scott. For Zanenville, Sunday, 5 a. m. For Pittsburgh, Thursday, 6 a. m.

Jewel—Captain, Thad S. Thomas; clerk, George Irgman. For Clarinton, Monday, Friday, 2:30 p. m.; Lexington—Captain, Fred Cline; clerk, William Goodwin. For Matamoras, Tuesday, Thursday and Saturday, 10:30 a. m.

The Cincinnati boats are off their regular days at present but the schedule above will be in force as soon as the Virginia comes out.

Coal Fleet at Huntington.

Special Dispatch to the Intelligencer. HUNTINGTON, W. Va., Dec. 2.—The coal fleet passed this city this morning. The boats commenced passing yesterday. The fleet had but one accident here. One of the barges connected to a boat struck an obstruction near Guyandotte and carried three barges to the bottom. The boats were still passing this evening.

High Mountain Overcoatings—the very latest—made to order at C. Hess & Sons', Fashionable Tailors and Gent's Furnishers.

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A BIG INCREASE

In Railroad Traffic Noticeable on All the Wheeling Lines.

THE OHIO RIVER COMPANY'S

Business Here Last Month Was Remarkably Heavy—The Figures Showing What the Increased Business is Made Up of—The Pan-Handle New Passenger Station Will Be Occupied This Week—A Railroad Presentation.

The great improvement in passenger and freight traffic, both on railroads and river, which has been mentioned before in this paper, continues, and there have been few periods when a better condition of affairs has existed in transportation circles, locally speaking. Cars are in demand on all lines, and shippers are not being allowed the usual time for unloading. In coal cars especially, there is a much greater demand than supply. In fact, the coal roads have never before carried so much coal. This is partly explained by the long absence of Pittsburgh river coal at lower river points, on account of low water.

During the low water on the river the Ohio River road has been doing a wonderful freight business. The monthly report just made up by the Wheeling freight agent, Mr. Braden, shows a gratifying state of affairs. In the past month the increase over the same period in 1894 in freight forwarded was 2,572,760 pounds, and the increase in freight received was \$351,719 pounds, making the total increase \$1,224,479 pounds, or 14,421 bushels or nearly 300 carloads. Of this increase 29 per cent has been in lumber, 25 per cent in live stock and 46 per cent in manufactures and general merchandise.

Though no figures have been obtained from the other roads, officials say that their lines have made as good a showing in increased freight business.

It begins to look as though the Pan Handle people would get into their new passenger station at the foot of Ely street before the close of the present week. The iron railing for the two inside retaining walls has finally been shipped from Philadelphia and will be here in a day or two. The non-arrival of the railing is about all that has kept the station unoccupied for several days. It is now thought that Passenger Agent Tomlinson and Ticket Agent Seaton will be in their new quarters on the coming Saturday.

Yesterday afternoon a pleasing event occurred at the Pan Handle freight house at the foot of Fourth street. On a pretext, Foreman J. D. Gibbons, of the freight platform, was called to see Agent Braden's office. Here, to his surprise, he found the entire force employed about the freight station. Mr. Harry Fitzgerald stepped forward and in a few well chosen words presented Mr. Gibbons with two handsome rockers, a testimonial from his associates on the occasion of his marriage, which occurred last week. The recipient was somewhat out of his depth, but managed to let everybody see that their kind act was appreciated at its full worth and over.

LOCAL BREVITIES.

Matters of Minor Moment in and About the City.

The Grand this evening—James A. Reilly.

Yesterday there were three cases in the police court, a small showing for Monday. Two paid and one had his sentence suspended.

Sarah Kindelberger yesterday qualified as administratrix of the estate of Jacob Kindelberger, deceased, and gave bond in \$500, with Herman Hess as surety.

Yesterday a reckless driver in a light wagon collided with Col. George K. McMechen's buggy, while it was standing on Main street, and wrecked it badly. The man in the wagon got away unharmed.

John Werner was before Squire Gillespy yesterday on charges of drunkenness and profane swearing, and was fined \$1 and costs on each charge, and in default of the cash was sent to jail for twenty days.



IN getting up a wedding trousseau, think how many women are tired out: Dress-makers, seamstresses, "shop-girls," milliners—all hard-worked and weary over it; to say nothing of the young girls themselves. Sitting or standing all day is the hardest kind of work; it gives you no healthy well-balanced exercise; part of the body is overworked and the rest of it is under-worked. The system grows sluggish; the appetite is poor, the stomach is out of order; the bowels are constipated, you have headaches and dizzy spells. It's impossible for you to take as much out-of-door exercise in the daylight as you need. The best help you can have in the circumstances is a simple laxative medicine like Doctor Pierce's Pleasant Pellets. They will, as nearly as any medicine can, supply the want of free exercise which is lacking in all in-door work. They cure dyspepsia, biliousness and constipation in a pleasant, gradual, natural way. There is no gripping or weakening effect with the "Pleasant Pellets"; they act surely and gently; they promote liver action, and give tone and strength to the stomach and intestines to do their own work. When you become regular the "Pellets" can be stopped. You don't have to take them forever. The cure is permanent.

Dr. Pierce's Pleasant Pellets are small sugar-coated granules; agreeable to take. Children like them. If the druggist wants to sell you some other pills that pay him better, just think of what *you* pay you. You will receive a sample package free if you will send your name and address to the World's Dispensary Medical Association, Buffalo, N. Y.

The People's Common Sense Medical Adviser, by R. V. Pierce, M. D., Chief Consulting Physician to the Invalids' Hotel and Surgical Institute, a book of 108 large pages, over 300 illustrations, some of them in color, bound in strong paper covers will be sent to any one sending 21 cents in one-cent stamps to cover cost of mailing only. Over 500,000 copies of this complete family Doctor Book already sold in cloth binding at regular price of \$1.50.

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ATLANTIC TEA COMPANY. NEW—California Prunes

5c PER POUND. We have just received 1,000 boxes of Choice New California Prunes, which we are selling at five cents per pound.

This is one cent per pound lower than any other house in the trade can sell the same fruit.

Atlantic Tea Co.

We Lead, Let Those Who Can Follow. GENERAL NOTICES.

NOTICE IS HEREBY GIVEN THAT there were standing, at the time of his death, in the name of CALVIN B. DOTY, domiciled at that time out of this State, upon the books of THE LABELLE IRON WORKS, a corporation created by the laws of the State of West Virginia, and having its principal office and place of business in the City of Wheeling, Ohio county, West Virginia, five hundred and twenty-five shares of the capital stock of said "The Labelle Iron Works," that the undersigned are the executors of the last will and testament of the said Calvin B. Doty, late of the City of Steubenville, Jefferson county, Ohio, deceased, duly qualified as such executors of said decedent, according to the laws of the said State of Ohio, in which state the said Calvin B. Doty was domiciled at the time of his death; and that said executors will on TUESDAY, THE 26TH DAY OF NOVEMBER, A. D. 1895, at the office of said "The Labelle Iron Works" in the said City of Wheeling, transfer upon the books of said "The Labelle Iron Works," said 250 shares of its capital stock standing in the name of said Calvin B. Doty to the following persons: that to 25 shares to Harry L. Doty, 25 shares to Mary B. Eggenfelt, 25 shares to Bradford B. Johnson, 25 shares to Mary L. Johnson.

JOSEPH M. SINCLAIR, HARRY L. DOTY, Executors of Calvin B. Doty, deceased. A. J. GARRE, Attorney.

JEWELRY. The Question

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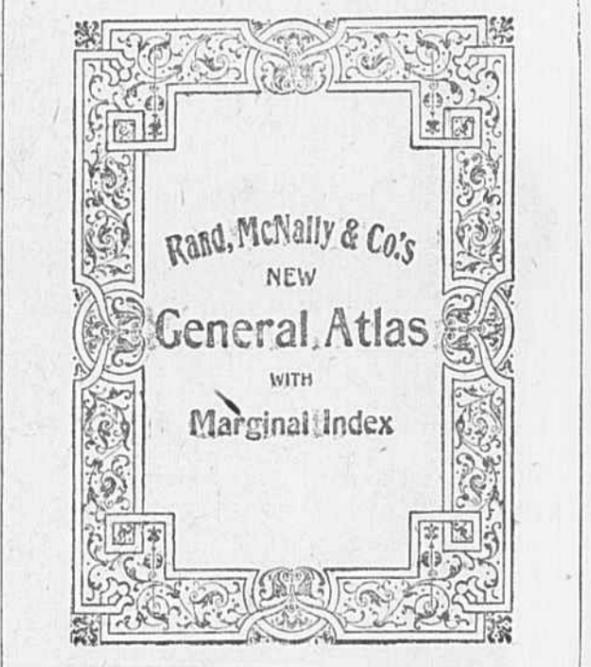
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