

DISPOSED OF THEM.

Joint Council Committee Recommend the Three

STREET RAILWAY ORDINANCES

To Council—The Wheeling & Elm Grove Railroad is Granted the Use of the Standard Gauge and at Fifteenth Street From Chapline to McCulloch—Part of Suburban's Route Cut Out—A Busy Session Last Night.

The joint council committee on railroads and streets, alleys and grades, met last night, and finally rid itself of the perplexing street railway franchises, by recommending, as amended, all of them to council.

The Wheeling & Elm Grove showed up in better form last night, and led all through the race. Besides being recommended to council for consideration first, it won back many of the vital parts lost at a previous meeting of the committee. It won back the desired railroad gauge, of four feet eight and one-half inches, the five feet two inch forces falling to rally their usual full strength, as a few of the councilmen went over to the enemy. The Elm Grove got Fifteenth street, from Chapline to McCulloch, a consideration that was denied at the last meeting, and in general, looms up as the victor in the race to come.

It was after 8 o'clock when Chairman Connelly rapped his gavel, and the accustomed large attendance of spectators was present. Chairman Connelly said that he would have to decide the meeting in executive session, unless the committee decided otherwise.

Mr. Hahn, seconded by Mr. Horkheimer, moved that the session be open to the public. Captain Otto, Messrs. McClure and Nesbitt, thought executive sessions the proper thing, since the committee had gone so far, and thought the time not ripe yet for open sessions. The motion was lost, only the mover and seconder supporting it. This was cold water to the railway magnates, attorneys and other interested parties, and they disappeared like magic.

After the minutes of the previous meetings had been read, City Solicitor Nesbitt gave his opinion regarding the legality of the city to assess the railroads laid within city limits. He said the city had the power to assess the roads in the franchises, because it was not license or taxation, but a contract. The city could make such contract and the bonus given by the road may be any amount. The city's stipulation of so much per mile is a contract, in which the other party agrees in accepting franchise.

Mr. Nesbitt then moved that the new road be taxed \$500 per annum for each mile within the city limits. The motion fell flat, no second bobbing up. Protest From Alley C. General Alfred Caldwell's petition in behalf of the taxpayers in the square bounded on the north by Tenth street, east by Chapline, south by Eleventh, and west by Market, was read. The petitioners protested against alley C being used by the Suburban electric or other railroads, as the alley was used by them for stable entrances, and in their opinion such road would interfere with their using the alley with their horses and wagons. The petition was received and filed.

The next thing on the programme was ordering a bill of \$50 paid, after which the committee spent some time inspecting a large consolidated map of the three routes. The map covered a large space of the floor, and the different routes were outlined in colored inks. Without a dissenting voice, the following resolution, introduced by Captain Otto, was amended to section 2: "Resolved, that the ——— railway, or railroads, which will be granted a franchise, shall pay unto the city each and every year, as a bonus for said franchise \$500 per annum, for the first ten years, \$600 per annum for the next five years, and \$1,000 per annum after twenty years, for each and every mile of track constructed in the city limits."

HERE AND THERE

She was young, bright and more than ordinarily pretty, and when the operator glanced up from the order he was sending and saw her standing at the window where the big train register lay, he wondered what she was doing in the room that was generally given up to the use of the yard-clerks and yardmasters. A few minutes later, when he had finished his work, he looked up again, and she was still at the window, apparently engaged in the big book in which the incoming and outgoing conductors record the arrival and departure of their trains. He thought she might be wishing to send a message, and with this idea he started to go to the window to attend to her, when she looked up. A quick mystic sign passed between them, and the operator smiled and stretched out the "slad hand" of welcome.

"Where are you from?" he asked. "Colorado," she replied; "but I belong in Denver. I lost my office there last January, and am trying to look up another one here in Pittsburgh and in no good. Do you know any of the men who go east to-night?" "Why yes; all of them; but they're none too easy to ride with."

"Well, I've struck some pretty tough ones in the west, and I've had but little trouble so far." "Of course I'll help you all I can," volunteered the operator; "but your card will do as much for you as I can." "Thank you. I always find friends when I find O. R. T. (Order of Railway Telegraphers) boys."

"You will have quite a while to wait; won't you come inside, and sit at my table, and then the door between the rooms was opened and seated at the long operating table beside her new friend, the soft voice often almost drowned by the incessant click and clang of the "souders," she told the story of her search for work.

"As I told you, I lost my job in January last, but while I worked I had saved me for quite a while. There was no chance for work there, unless business picked up again and there was no prospect of that before fall, so I made up my mind to start out and find one somewhere else, if I could. I knew that railroads were the best place to get any of the railroad orders, had no trouble in traveling about the country, and I thought I could do it too. I got a letter from our superintendent and a card from the lodge and started out."

"I went west first and I tried every railroad west of the Rockies, and while I did not get any work, I had a splendid time and saw lots of this big country of ours. With one or two exceptions I have been in every state west of the Mississippi river. I have still got plenty of money and unless I find a job, I'll see a lot of the eastern country before fall."

"I keep a little book in which I am making a record of my travels—let you see it? Not much—and I was looking it over the other day. I found I had been in over twenty states since I started; have ridden over 20,000 miles, every foot of it on passenger trains, and have paid fare only once—from Lafayette to New Orleans—\$4.00."

The lady had hardly finished her story when a long train stopped at the platform and in a moment more a nice looking old gentleman in blue coat and brass buttons was busy at the register. "There's your man. Try him," whispered the operator. He looked out through the side door and just as the conductor finished his work and picked up his lantern, he heard at his elbow the old familiar query: "Do you show any favors to railroad people in the way of transportation?"

Now this conductor was of the kind he had prepared to crush the daring "tourist" with a sharp negative, but when he saw the pretty face and looked into the smiling eyes of this "fair hobo," he hesitated.

"There's an old adage that says: 'He who hesitates is lost,' and in this case the truth of the axiom needed no verification. He looked around anxiously for a minute and finally said: 'Not often. They watch us pretty close here.'"

"Well, I'm a railroad operator, and a member of the O. R. T. and I've a 'traveling card' and a good letter. I'm looking for work and I want to go east."

"Let me see your card and letter." They were handed to him for inspection. He read the letter, asked the operator if the card was "O. K." and getting an affirmative answer, finally said: "Well, I guess it's all right. Better get in the second coach, and hurry up about it, too."

The operator was standing in the door with his coat on and he escorted his fellow railroader down to her car, and in a few minutes east while the operator was on the platform watching the rapidly receding red lights on the rear of the train and wondering what would be the next one of man's sacred rights to be involved by the gentler sex, now that she had taken to "hobnobbing."

Not many days ago, a young man came into the household of a well known Island man. It was the first born and the proud father lost no time in letting his father-in-law, who lives in Cincinnati, know of the momentous event. Being of an economical turn, Mr. Jones sent a regular "Mullum in Parvo" telegram. It was something like this:

Brown Jones, Cincinnati. Matthew, first, tenth. JOHN. The Here and There man says it was "something like this" because he is not over-confident of his Bible, and he is not a member of the "Mullum" first, tenth, and second, or any other verse of the Gospel of Matthew, and when Mr. Brown Jones referred to his family bible, after reading the Napoleonic dispatch, he read these words of Holy Writ:

"Unto us a child is born. Unto us a son is given. Not to be outdone in this contest of brevity, the Cincinnati man replied as follows to Mr. Jones, of Wheeling: JOHN:—Wheeling: "Acts, ninth, thirteenth. BROWN JONES. Which is: "And there was great rejoicing in that city." Through all of which the Wheeling man saved four cents, while the Cincinnati man would have got off just as cheap by writing his reply in full.

while, a section of the band gives a perfect imitation of a pipe-organ. With other pieces, his electric batteries throw spark and flame, and force being used to illustrate, what might be called, the story of the music.

GEORGE M. VARNEY DEAD.

The Ex-Water Works Superintendent Succumbs to His Illness—Something of His Career. The serious illness of ex-Water Works Superintendent George M. Varney, mentioned in yesterday's papers, resulted fatally at 9 o'clock yesterday morning.

Mr. Varney had suffered intensely since last Friday from kidney disease and his demise was not unexpected, in fact it was not believed by his physicians that he would live through Sunday night. The funeral is to take place to-morrow afternoon at 2 o'clock and will be under the auspices of the Masons, of which Mr. Varney was a member. Wheeling Commandery No. 1, Knights Templar, will have charge of the obsequies.

TIN-PLATE WORKERS' WAGES.

The Manufacturers' Association Declares Against an Advance—Mr. Robinson Says the Trade is Not Prosperous at Present. The National Tin Plate Manufacturers' Association has just completed a meeting at Cleveland. Every effort was made to prevent the result of the meeting being made public, and all the officers positively refused even to allow the cards of newspaper reporters being sent to them.

The principal subject discussed was the wage question, which has been precipitated by the announcement of the Amalgamated Association of Iron and Steel Workers that the association would, in the scale which is revised each year, about July 1, demand a substantial increase in the wages now paid. It is customary at the May meeting of the tin plate manufacturers to appoint a conference committee with full power to adjust the scale of wages, which committee confers with a like committee from the Amalgamated Association. It was this matter in addition to routine business which the association considered, and it was the sentiment expressed almost unanimously that the condition of trade did not warrant any increase in the wages.

Mr. C. A. Robinson of Wheeling, in speaking of the work of the meeting to a Plain Dealer reporter, began by saying: "We do not say with Vanderbilt, 'The public be damned,' but we do feel as though the work of our association concerns only ourselves. We are not seeking publicity, and that is the reason we hold secret meetings and decline to discuss matters with newspaper reporters. However, I will state to you the principal subject thus far discussed has related to the question of wages. It is customary to revise the scale each year, and we are to be made. We cannot grant this because business is not brisk and does not warrant it. There is very little moving in our line and some are cutting prices. Therefore, we shall be loath to grant any increase. You see, in our business we depend on so many other branches. For instance, the mining industry is closely related to us. There are very few salmons being caught in the far northwest, and also in other branches there is little being done. Then, in the building trade, there is little moving, so you see, there is little demand for our goods."

"Does the new tariff suit you?" was asked. "Well, no. You see, the senate bill makes the tariff on the plate two-tenths of a cent lower than the Dingley bill provided. In the Dingley bill there was a specific tariff of 15-16 cents per pound. We wanted it higher, but, of course, we will have to take what we can get."

THE Wheeling public will be interested to hear Mrs. Martha E. Whitaker sing at the Casino, Friday night, in company with the eminent artists engaged for the production of St. Paul.

Fraud. The extensive counterfeiting of the capsules and labels of our "Canadian Club" Whisky, while very flattering, is extremely unpleasant to us as well as to those who drink the vile substitutes. THE HIGH STANDARD of "Canadian Club" is always maintained. Beware of inferior substitutes. When you suspect fraud, write us at once and we will protect you. Hiram Walker & Sons, Lim'd, WALKERVILLE, CANADA. For names of dealers handling the genuine whisky apply to us. OPTICIANS—JOHN BECKER & CO. ANNOUNCEMENT. The sale of the one-fourth interest by Mr. Peters in his Cornwallis business, which was exclusively published in Monday's Intelligencer, needs amendment in several particulars. The price paid Peters for his interests was better than \$35,000, instead of \$30,000, as first telegraphed. The purchasers are Mabley & Kelley, Ex-Senator Camden is supposed to be in the deal. "It is the Best on Earth." That is what Edwards & Parker, merchants of Plains, Ga., say of Chamberlain's Pain Balm, for rheumatism, lame back, deep seated and muscular pains. Sold by druggists. NOT only acute lung troubles, which may prove fatal in a few days, but old chronic coughs and chest troubles may receive immediate relief and be permanently cured by One Minute Cough Cure, Charles R. Goetze, corner Market and Twelfth streets; Bowle & Co., Bridgeport; Peabody & Son, Benwood.

Motherhood.

A mother who is in good physical condition transmits to her children the blessings of a good constitution. The child fairly drinks in health from its mother's robust constitution before birth, and from a healthy mother's milk after.

Is not that an incentive to prepare for a healthy maternity? Do you know the meaning of what is popularly called those "longings," or cravings, which beset so many women during pregnancy? There is something lacking in the mother's blood. Nature cries out and will be satisfied at all hazards. One woman wants, sour things, another wants sweets, another wants salt things, and so on. The real need all the time is to enrich the blood so as to supply nourishment for another life, and to build up the entire generative system, so that the birth may be possible and successful.

If expectant mothers would fortify themselves with Lydia E. Pinkham's Vegetable Compound, which for twenty years has sustained thousands of women in this condition, there would be fewer disappointments at birth, and they would not experience those annoying "longings." In the following letter to Mrs. Pinkham, Mrs. Whitney demonstrates the power of the Compound in such cases. She says: "From the time I was sixteen years old till I was twenty-three, I was troubled with weakness of the kidneys and terrible pains when my monthly periods came on. I made up my mind to try Lydia E. Pinkham's Vegetable Compound and was soon relieved. After I was married, the doctor said I would never be able to go my full time and have a living child, as I was constitutionally weak. I had lost a baby at seven months and a half. The next time I commenced at once and continued to take your Compound during the period of pregnancy, and I said then, if I went my full time and the baby lived to be three months old, I should send a letter to you. My baby is now seven months old and is healthy and hearty as one could wish."

"I am so thankful that I used your medicine, for it gave me the robust health to transmit to my child. I cannot express my gratitude to you; I never expected such a blessing. Praise God for Lydia E. Pinkham's Vegetable Compound, and may others who are suffering do as I did and find relief, and may many homes be brightened as mine has been."—Mrs. L. Z. WHITNEY, 4 George St., E. Somerville, Mass.



NOTICE.

Moundsville, Benwood & Wheeling Railway Co. Commencing with June 1, Commutation tickets, sixty (60) trips, \$5, good for month of issue. Will be sold only at the office of the Receiver, HOWARD HAZLETT, Exchange Bank Building, m19-mwf

IN THE OIL FIELDS.

A summing up of all the developments in the southwest field during the last few weeks fails to reveal any new and startling strikes, says "D. S. W." It does not follow, however, that there were no good strikes in the lower southwest, for the Elk Ford development not only stopped, but increased, its wanting production. The No. 2, on the Joy lot, located within defined limits, came in at the rate of 450 barrels a day, and the well on the Prickett farm, to the east of the pool, added another 150 barrels a day to the production of the pool, and in addition confirms the opinion that the pool will extend in that direction. The Elk Fork pool as shown by Sunday's gauge has a production of about 1,200 barrels a day. There is still some speculation as to what the Henderson & Co. well on the Lowry farm, The Foster & Co. No. 1, on the B. F. Hawkins farm, was one of several disappointments that has been charged up to the pool. It is located only a short distance from a well that is still making 150 barrels a day, and yet it is only a ten barrel producer. The deep sand territory in Monongalia and West Virginia is keeping up its reputation for good wells. In the first named county, the Hartman and South Penn Oil Company got a 300-barrel producer on Flat run, and the Kanawha Oil Company got a 75-barrel producer at its No. 5, on the Mills tract in Wetzel county. The Sancho creek territory, in Tyler county, has not done anything in the past week to sustain the reputation it got when the big well on the Doak farm was drilled in. It is seemingly an easier matter to get a duster or a small well than one of the kind that swells a bank account. The Conway pool is not doing anything better. The No. 2 Tuston, was completed and is not better than a thirty-barrel pumper. Cornwallia, Ritchie county, showed up with West Virginia and in point of interest the territory in that vicinity is attracting more attention than any other portion of the lower southwest. The late wells in the Sancho creek region in Tyler county are not up to the speed of the Doak Oil Company's No. 1, on the Doak farm, which had a record of more than 200 barrels a day. The Carter well on the big well, and now the Doak Company has completed its No. 2 and will not have better than a sixty-barrel producer. In the Elk Fork district, the L. A. Breneman No. 2, on the Joy lot, is holding up at 350 barrels a day. Foster & Co. have completed their No. 1 on the B. F. Hawkins and have a very light pumper. The same company's No. 1, Prickett, is making 150 barrels a day. The production of the Elk Fork pool is now up to 1,250 barrels a day. The production of the largest seven wells in the Benwood pool, in Monroe county, is a little above 1,300 barrels a day. The Fisher Oil Company's No. 2 Neff, is still producing 400 barrels a day.

A RIVER-FRONT FIGHT.

A Steamboatman Objects to the Moving of the Wharf—A "Scrap" Probable. Last evening about 6 o'clock, Captain Crockett unmoored his wharfbarge and dropped the craft down the river to the lower portion of the public landing. When seen last night, he said he had taken this action, after securing the assent of the city board of public works, because merchants and shippers generally have kicked on account of the long haul over the cobblestones on the wharf to the upper end, where the wharfbarge has been moored heretofore. Captain Cline, of the packet Lexington, was greatly exercised over the change of base caused by the moving of the wharfbarge. He says that 25 lines of the wharfbarge, extending above, give very little room for the landing of steamboats excepting at the wharfbarge itself, and that the reason for the moving of the wharfbarge was to suit out the Lexington. Captain Cline said the change had been made without consulting Wharfbarge Northington, and claimed that the wharfbarge has the authority to say just where boats shall be moored at the landing. He produced city ordinances in support of his claim, and he would make a fight to the finish for what he claims are his rights. Altogether, the prospects are for lively times at the river front. THE RIVER. YESTERDAY'S DEPARTURES. Parkersburg—BEN HUR, 8 p. m. Sistersville—RUTH, 3:30 p. m. Charleston—LEROY, 2:30 p. m. Steubenville—T. M. BAYNE, 2:30 p. m. BOATS LEAVING TO-DAY. Cincinnati—KEYSTONE STATE, 8 a. m. Cincinnati—HUDSON, 8 a. m. Parkersburg—ARGAND, 11 a. m. Matamoras—LEXINGTON, 11 a. m. Sistersville—RUTH, 3:30 p. m. Charleston—LEROY, 3:30 p. m. Steubenville—T. M. BAYNE, 2:30 p. m. Pittsburgh—LORENA, midnight. BOATS LEAVING TO-MORROW. Charleston—KANAWHA, 6:30 a. m. Pittsburgh—BEN HUR, 4 p. m. Charleston—LEROY, 2:30 p. m. Steubenville—RUTH, 3:30 p. m. Steubenville—T. M. BAYNE, 2:30 p. m. Pittsburgh—LORENA, midnight. Along the Landing. The Keystone State is this morning's Cincinnati packet, leaving at 8 a. m. The marks at 6 p. m. showed 6 feet 5 inches and stationary. Weather, cloudy and cool, with rain. River Telegrams. WARREN—River 1 foot 4 inches. Weather clear and mild. MORGANTOWN—River 7 feet 7 inches and stationary. Rained hard this morning. GREENSBORO—River 7 feet 8 inches and stationary. Rainfall 40. Weather cloudy and warm. The Adam Jacobs is due up and down on Tuesday. OIL CITY—River 2 feet 4 inches and falling. Weather cloudy and cool. PITTSBURGH—River 5 1/2 feet and stationary at the dam. Raining. STEUBENVILLE—River 6 feet and falling. Weather clear and cool. Passed down—The Keystone State, Ben Hur and Nellie Walton. EVEN catarrh, that dread breeder of consumption, succumbs to the healing influences of Thomas' Electric Oil. AN orchestra of thirty-five pieces will play the accompaniments for a chorus of 100 voices in Mendelssohn's St. Paul at the Wheeling Park Casino, Friday evening, May 28. Attention, Housekeepers. Don't fail to attend Mrs. Rainbow's cooking lesson, Tuesday afternoon at 2 o'clock, in Odd Fellows' hall for the benefit of the Rescue Mission, Admission 25c. Under the auspices of the W. C. T. U. IT should be made a matter of public knowledge that Dr. King's New Discovery will speedily cure piles of the longest standing. It is the household favorite for burns, scalds, cuts, bruises and sores of all kinds. Charles R. Goetze, corner Market and Twelfth streets; Bowle & Co., Bridgeport; Peabody & Son, Benwood. Stands at the Head. Aug. J. Bogel, the leading Trustee of Shreveport, La., says: "Dr. King's New Discovery is the only thing that cures my cough, and it is the best I have." J. F. Campbell, merchant of Safford, Ariz., writes: "Dr. King's New Discovery is all that is claimed for it. It never fails, and is a certain cure for consumption, coughs and asthma. I cannot say enough for its merits." Dr. King's New Discovery for consumption, coughs and colds is tried for an experiment. It has been tried for a quarter of a century, and to-day stands at the head. It never disappoints. Local Drug Co. Headache and Neuralgia cured by Dr. King's New Discovery. "One cent a dose."

Woman's Pills

are as often caused by kidney disease as by affections of the womb. This disease are Backache, Bad Complexion, A Tired Feeling, Depressed Spirits, Headache, Nervousness, Sideache, Neuralgia, Too Frequent Urination, Dragging Pains, etc. These can be

CURED

To whom it may concern, especially those who have suffered from kidney trouble, I have been a great sufferer from kidney disease and have tried every remedy for eighteen years. I have had several hemorrhages of the kidneys, attended with a burning feverish sensation of the bladder, and severe pain in my back, head and shoulder blades, and could not rest on one side but a few minutes at a time. It was painful for me to turn on the other side. I suffered so much that I could not walk across the door without suffering great misery. I have used almost every medicine advertised as good for women's ailments, and I have drunk the well known mineral waters at the "watering places," and put myself under the care of various physicians, but in all these treatments have not felt such an improvement as since using Dr. Hobbs' Sparagus Kidney Pills. I do not suffer so much with rheumatism, sleep reasonably, my back and stomach appetite, do not feel sore in my limbs, nor have such an unnatural thirst for water. The fever in my bladder has nearly subsided, and I can now walk across the door. Hobbs' Sparagus Kidney Pills and his Little Liver Pills, and I cheerfully recommend them to all who have suffered like me. As I have been cured, I have written for the better in so short a time. I shall continue the use of his medicines, hoping and believing that if anything will cure me they will. MRS. J. C. McFALL, 30 Ave., N. E., No. 23, Rosedale City, Va. HOBBS' SPARAGUS KIDNEY PILLS, HOBBS MEDICINE CO., PROPRIETORS, CHICAGO