

THE BRIGHT DAWN

Of Great Activity in Railroad Affairs Seems About

TO MAKE ITS APPEARANCE HERE, The Efforts of the Federal Steel Company to Acquire

CLEVELAND, LORAIN & WHEELING

RAILROAD MEAN THAT IN THE EVENT OF THEIR SUCCESS THE CONNELLSVILLE RAILROAD WILL AT LAST BECOME A REALITY—THE ROAD IS WANTED TO GIVE THE BIG COMBINE ITS OWN LINE OF TRANSPORTATION FROM ITS CONNELLSVILLE COKE OVENS—THE OPINIONS OF EASTERN FINANCIAL JOURNALS.

Great things for Wheeling seem to be upon the eve of dawning.

The Connellsville railroad, long a project and nothing more, bids fair to become a reality, and at a time when the old-time local interest in the project is asleep, if not dead.

It all depends upon the consummation of the tremendous amalgamation of iron and steel interests which has been given the name, The Federal Steel Company. If this great undertaking goes through, it seems assured that the Connellsville railroad will be built.

And it will be built from Wheeling. The Moundsville route will not receive consideration.

It is now well known that the Federal company promoters intend to acquire the Cleveland, Lorain & Wheeling railroad, which runs between Cleveland and Wheeling (Bridgeport). With the acquisition of this road, so it is asserted in the east, will follow the construction of an extension of the line to the coke fields, thus giving to the Federal Steel Company, what it undoubtedly desires, its own transportation lines for coke from its own ovens in Connellsville field to its own furnaces in the northwest.

The Federal has its own lines of lake freighters, which would take the coke from the railroad at Cleveland and transport it to Chicago, for use there by the present Illinois Steel Company (one of the concerns to be amalgamated with others into the Federal Steel Company), and for reshipment there by the company's own lines of railroad to its big Minnesota Steel Company.

THE WHEELING ROUTE. Of course the acquisition of the Cleveland, Lorain & Wheeling road insures the selection of the Wheeling route to the Connellsville coke fields. Possibly, too, it would mean the acquisition of the Wheeling Bridge & Terminal system. If not, the Cleveland, Lorain & Wheeling would necessarily have to construct its own bridge across the river from Bridgeport, and secure, at enormous expense, a right of way through or around Wheeling to the starting point of the extension that seems destined to be built through to Connellsville. So far, however, there has been no intimation that the Wheeling Bridge & Terminal is included in the gigantic deal now in progress.

So far as can be learned, there have been no efforts, so far, to go about the actual preliminary work of putting through the Connellsville railroad, and of course until the Cleveland, Lorain & Wheeling road is acquired, nothing on that line will be attempted. That the Cleveland, Lorain & Wheeling road is likely soon to become a part of the great steel combination is being generally credited in the eastern financial press.

It is a fact that during the last year there have been many inquiries received in Wheeling from eastern investors for information as to the tonnage handled in the greater Wheeling district, and it is believed these inquiries came from the financiers who have since partially brought about the big Federal Steel Company project. These inquiries were promptly answered, and the favorable showing recently made in the Wheeling industrial district certainly encouraged the promoters, whoever they are.

WHEELING PLANTS NOT IN IT. It has been suggested that the big steel combination would seek to acquire control of the several large iron and steel establishments in and about Wheeling, but diligent inquiry fails to verify the rumor.

The Federal Steel Company filed articles of incorporation a few days ago with the secretary of state of New Jersey. The company is capitalized at \$200,000,000, consisting of one million shares each of preferred and common stock, the par value being \$100. The preferred stock is to receive non-cumulative dividends of 6 per cent annum, beginning January 1, 1909, to be paid before dividends shall be given to the holders of common stock. In case the corporation is dissolved, the holders of preferred stock are to be entitled to the par value of their holdings before the holders of the common stock receive anything. The incorporators are: Charles C. Cluff, Charles McVeigh and Benjamin C. Van Dyke, all of 60 Grand street, Jersey City, where the office of the Jersey City Trust Company, through which the Federal Steel Company was organized, is located. The incorporation papers set forth that \$2,000 has been paid in. The corporate office of the company will be 60 Grand street, Jersey City.

WHY THE ROAD IS WANTED. Of the Cleveland, Lorain & Wheeling proposed acquisition by the Federal Steel Company, the New York Times says:

The acquisition of the Cleveland, Lorain & Wheeling Railway by the new Federal Steel Company is classed as one of the plans of the two-hundred-million dollar corporation which would go far to complete its system of transportation lines which are to play such an important part in its economies and profits. The Federal at present possesses the Chicago, Lake Shore and Eastern, and the Chicago, Elgin and Joliet roads. By them it connects with and delivers its products at Chicago. Then the Duluth, Mesaba and Northern and its boat service on the lakes enable the Federal to take its ores from its own mines to the company's smelting works at South Chicago and Milwaukee. Besides, the Federal owns in the Connellsville coke region one of the largest coke-producing plants in the United States. With the Cleveland, Lorain & Wheeling under its control, the Federal could, with the other auxiliaries and at small cost short connections, link its coke ovens with its furnaces and mills over its own tracks and by its own water systems.

A rumor that the Federal will absorb the Carnegie works was pronounced by those who should possess the best of information, as "possible, but certainly premature."

PLANS OF THE COMBINE. The New York News Bureau says:

The recent activity and strength of Cleveland, Lorain & Wheeling shares is attributed by these in a position to know

to the probable inclusion of this railroad in the far-reaching plans of the Federal Steel Company. It is stated that this road is to form one of the various transportation lines which are to serve as auxiliaries of the steel combination. The Federal now owns the Chicago, Lake Shore and Eastern and the Chicago, Elgin and Joliet railroads, whereby connection is made with and its products delivered to all lines centering at Chicago. By the use of the Duluth, Mesaba and Northern railroads, and its own lake service of boats, the Federal company brings ore direct from its own mines to the smelting works at South Chicago and Milwaukee. The company is its own coke producer, owning and operating one of the largest plants of mines and ovens in the Connellsville, Pa., coke region. With the control of the Cleveland, Lorain & Wheeling, supplemented by its own fleet of lake steamers from Lorain, it would require only a small investment for the Federal Steel Company to connect its coke ovens with its furnaces and mills by its own lines of transportation. The carrying-out of such a scheme, would, it is pointed out by the friends of the Cleveland, Lorain & Wheeling, add materially to the value of that property.

8-cent issue of Bradstreet's: Details having been adjusted to the satisfaction of all the interests concerned, the consolidation of the Minnesota Iron Company, the Illinois Steel Company, and the Elgin, Joliet & Eastern railroad, under the title of the Federal Steel Company, is now in the way of becoming an accomplished fact. The incorporation of the latter company was completed last week in the state of New Jersey, with a capital of \$200,000,000, divided equally into common and preferred shares. The preferred stock is to be entitled to 6 per cent dividends, non-cumulative. The size of the capitalization makes the concern the largest industrial corporation in the country, and in view of the diversity of the manufacturing and transportation interests involved, the articles of incorporation clothe the concern with a variety of powers to do business, which have led a portion of the press to conclude that the object aimed at is a gigantic monopoly, which will ultimately seek to control the production of iron, steel and coke in the United States. There is, however, little real foundation for such fanciful conclusions. The end sought is the consolidation of specific properties on a more profitable basis through the economies resulting from the union under one management of all branches of the raw material to the sale of the finished product. The large capitalization of the Federal Steel Company allows considerable latitude for the acquisition of other similar properties, and now that the matter is actually approaching consummation it is practically certain that the deal will result in a corporation of enormous capital, and with one of the most extensive plants for the production of steel, not only in the country, but in the world.

INDICATIONS MULTIPLY That the Steel Railway Consolidation will go Through.

Indications continue to multiply that there is soon to be a consolidation under one management of the Wheeling Railway Company and the over-the-river electric line. As is well known, a meeting of the stockholders of the former corporation is to be held here on Saturday, October 1, for the several purposes outlined in the call, but which the company's officers and directors decline at this time to explain for the public benefit.

It has been said that the amalgamation of the over-the-river line into the Wheeling company has already been practically put through. It is cited that Messrs. J. K. Jolly and Frank Jolly, who have been identified with the management and control of the over-the-river line, have left Bridgeport, Pennsylvania, it is said. Although there may be an arrangement of some kind already in force, by which the over-the-river line is to pass into the control of the Wheeling company, yet the deal cannot actually be made until the Wheeling company's stockholders authorize the move at the special meeting to be held here next week from next Saturday, the object of which it is presumed the meeting has been called.

In some manner, certain plans of the promoters have leaked out. For instance, it is said that the run of the Bridgeport cars will be extended out the pike west of Bridgeport; that the Bellaire cars will enter Wheeling via Bridgeport, just as the Martin's Ferry and Bridgeport cars now make the circuit of the up-town loop, and that the service on the other side of the river, between Martin's Ferry and Bellaire will be maintained.

It is still being intimated that the Moundsville line will figure in the coming consolidation, but the story is yet incapable of confirmation.

ALL SHOW INCREASES. Interesting Array of Figures on Local Roads, Gross Earnings.

Railroad gross earnings for August make a much better showing than might reasonably have been expected. Last year the increase in this month was of unusual proportions, reaching on the roads reporting almost \$5,000,000. On top of this there is now a further increase of over \$2,250,000 the present year. The large number of roads which have fallen behind, however, (there are no less than forty-two, or about one-third the whole number), attest the fact that the conditions were not all favorable.

The current issue of the Financial Chronicle gives a list of the principal roads scoring gains in gross earnings for August, as well as those that had decreased. Notable among the increases are the Wheeling & Lake Erie, \$70,815, and the Cleveland, Lorain & Wheeling, \$33,420. The gross earnings of some of the West Virginia and local roads were as follows:

Table with 3 columns: Road Name, 1908, 1907, Inc. C. L. & W. 1,858,538 1,728,332 120,206 C. & O. 7,825,289 7,530,255 295,034 C. L. & W. 1,084,974 1,066,409 18,565 N. & W. 7,484,170 7,209,303 274,867 Ohio River 620,963 620,980 17 P. C. C. 8,771,176 8,609,418 161,758 W. Va. C. & P. 672,263 654,291 17,972 W. & L. E. 979,810 654,119 325,721

It will be seen that every local and West Virginia road reported shows an increase in earnings, the Baltimore & Ohio leading in amount, and the Wheeling & Lake Erie in percentage of increase, while the Ohio River was least increase with \$11.

A BAD FALL Sustained by Matt Cole at the Riverside—His Condition Critical.

The city ambulance shortly after 1 o'clock this morning brought Matt Cole, who was injured at the Riverside steel works, to his home at 2415 Market street. Cole was injured by a fall he sustained about 11:20 o'clock last night, and his condition is regarded as critical. He was engaged in lining the boilers in the tube works, and was working on a scaffold. The scaffold was twenty-five feet high, and the unfortunate man was picked up for dead. The attending physicians injected morphine into him later to alleviate his sufferings.

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THE SUNDAY SCHOOL

Interesting Discourse by Rev. C. M. Oliphant Yesterday.

CHURCH MUST RECRUIT LARGELY FROM THE SUNDAY SCHOOL.

WITHOUT A PROSPEROUS SUNDAY SCHOOL THE CHURCH CANNOT PROSPER—SUNDAY SCHOOL ATTENDANCE SHOULD NOT CEASE WITH THE PASSING OF YOUTH—THE SPEAKER'S CONCLUSIONS.

Sunday morning, at the First Christian church, the pastor, Rev. C. M. Oliphant, preached on the inspiring topic, "The Sunday School," in the presence of a large congregation, in which were many Sunday School workers of other denominations. A synopsis of Mr. Oliphant's address is as follows:

The Sunday School is not a huge ecclesiasticism maintained and directed by man's authority, but an instrument of God for instructing people in the way of the Lord. It is difficult to find its parallel in history. In England, Canada and the United States there are over 100,000,000 English speaking people. Over 22,000,000 of the people of the United States are Sunday School workers. The sight of 2,000,000 people crossing the Red Sea is not to be compared to the multitudes now instructed in the Sunday School. All these study the same lesson. This has the effect of unifying the people.

The value of the Sunday School is seen in the following facts: 1.—It is the church studying the Bible. It is the church nursery where children are trained in the "nurture and admonition of the Lord." Youth is the seed time of life. Eighty-four per cent of the converts to Christ are from the Sunday School and these are for the most part intelligent Christians. A large Sunday School makes a large church. This fact needs to be more fully appreciated than it is. Irresponsibility, ignorance of the needs and indifference must be removed before the church awakens to the importance of the Sunday School.

2.—The Sunday School teaches the religion of Christ. The pupils are impressed with the power and the beauty of the Christ as Savior and Friend. The principles of His holy religion are taught and thus people are brought back to God. Were all in sympathy with the purpose of the Sunday School, there would be better appreciation. Like the artist, who was looking with intense interest upon a picture, and in reply to the question why he looked so long upon the picture, said, "Had you mine eyes you would be ravished as I am."

3.—The Sunday School is a teacher of morality. The liquor dealer was asked why he wanted a Sunday school boy to work for him in preference to others, seeing he was a free thinker. He said that the Sunday School boys were taught to be honest. This testimony, coming from this unexpected source, shows how the Sunday School is viewed by people on the outside. The first President Harrison was a Sunday school man. His gardener at Washington asked him to purchase a dog to protect the fruit from bad boys. He replied: "Better set a Sunday School teacher over the boys." The morality taught by the Great Teacher is the kind taught in the Sunday School.

4.—It is a teacher of good citizenship. Here is taught the two-fold lesson of duty to country and duty to God. Regard for the Lord's day is emphasized and our country cannot prosper without this. "Righteousness exalts a nation." All righteous principles needful to a broader, better and more Christ-like citizenship are here taught.

5.—It is the solution of the social problems of the day. The Golden Rule is applied. The Christian idea of brotherhood takes the place of the sole concern of pay and profit. Liberalism with all its evil influences, can be seen in the Divine mirror of Christ, who exposed it and taught the highest liberty. Habits of temperance, justice and charity are taught. The highest duties toward one another are taught in the Sunday school.

6.—Promotes the cause of Christian missions. The lessons taught are largely missionary. The children's day exercises lead to a larger missionary spirit. The children are taught to be cheerful givers to help those in need of gospel. Their sympathies reach out to the uttermost part of the earth. The church of the future will not be annoyed with the anti-missionary spirit since its members will be those who will have taught the fact that the gospel is all.

In the future the Sunday School will have the following things: 1.—Better accommodations and equipment. 2.—The teachers will be better trained for their work. 3.—The superintendent will devote his exclusive time to his work and will draw his salary as does the pastor. The church will feel that money expended in this way will be a wise investment.

4.—A more intense interest and more loyal support on the part of the church. The age limit of Sunday School attendance disturbs many. Many are disposed to think it unwise to attend Sunday School after twenty years of age. The Bible knows no age limit in the work. We should be in the Sunday School as long as in church work.

Are you in this work? If not, why not?

THE SIN OF AVARICE

Discussed at Thomson Church by the Pastor, Rev. C. E. Clarke.

At the Thomson M. E. church Sunday morning, the pastor, Rev. C. E. Clarke, preached an effective sermon against the sin of avarice. His theme was "A subject of greatest interest to Wheeling," though the matter of the sermon was general and not local, as the theme might suggest. Rev. Mr. Clarke's text was from Luke 12, 15, and his remarks in substance, were as follows:

A man's life consisted not in the abundance of the things which he possesses. In the age referred to in the text, the city was full of schemers; prisoners were in the castle, the army was full of treason. The contrasts of life were bitter. Twenty villas grouped about the arch of Constantine represented the wealth of the nation, while the masses lived in abject poverty. This wealth had been stolen from foreign nations by the rich, who drove to battle the poor, and then refused them a share of its benefits.

The army was an organized form of brigandage. If a man had genius he would marshal an army, invade a weak country and bring home its treasures. Horrible deeds were done simply to gratify greed. Avarice is worse than blight and mildew; but happy the man who makes money a chariot upon which he mounts to able accomplishments!

In this day men are charmed with the glitter of wealth. They are not so anxious to create wealth as to transfer it from others to themselves. In the days of Shakespeare there were no light hours; men would build fires on the shore to guide the ship from the fog.

Sometimes robbers would build fires to lead them to wreck and plunder. So men sometimes lead their fellows in to ambush to deprive them of their property. As robbers waited in the Alpine passes to rob the commerce between Italy and Germany, so schemers and rulers sometimes lie in wait to rob the people. Christianity encourages the possession of property. But man abuses God-given privileges. He gives a rich harvest and we become gluttons; he gives vines and grapes and we become drunkards. He gives ability to accumulate and we become misers.

It is intended that we shall be refined by efforts after the good things of life; we prepare clothing, houses and fuel for winter and so develop foresight. When we labor He increases the harvest; improves the fruit and multiplies our comforts, and every act of labor inspired by anticipation may be as truly an act of worship as prayer. Angelo sang sonnets to God; Handel commuted with Him and Milton dipped his pen in Heaven. Every smith, every carpenter and every laborer may be a co-worker with Him who was the first farmer, the first dealer in coal, wood and iron; with Him who builded the world-ship, sheathed with granite and sailing the sea of space.

When men love only the money that comes from labor they deny themselves society, culture and one hour to feed their souls. The Romans re-built their temples so that to enter the temple of honor one must pass through the temple of virtue, and when the privilege could be bought Rome was Rome no more. Blake said neither money, power nor liberty is needful, but without manhood we are damned. Agassiz said: "I have not time to make money, life is not long enough to do your duty and get rich." A Roman said to Epictetus, "I am worth a million sterling." He replied "You have silver vessels, but earthenware reason, principles and appetites. My mind a kingdom is."

The greatest men have been rich without money; Lincoln and Grant were rich in deeds. Lowell and Emerson in thought; John Howard and Clara Barton in beneficence. Our Master was rich and for our sakes, He became poor. We may be rich in service rendered to Him whether rich or poor. The best of wealth is to be rich toward God.

LAST TENT SERVICES By the Salvation Army Were Held Sunday—Now in Hub Hall.

Ensign Kemp and the Quaker City band, of the Salvation Army, conducted fine meetings yesterday, the first being at the county jail, at 9 o'clock, when the prisoners were greatly interested and desired that they return for another service. Ensign Kemp preached at the Kirkwood M. E. church in the morning at 11 o'clock, and a great union gathering was held in the tent at 3 o'clock in the afternoon. This was the last meeting in the tent. At night the band was again in the Kirkwood church.

To-day the boys will pull stakes and store their tent for the winter. To-night they will conduct their service in the Hub hall, corner of Fourteenth and Market streets, and continue for a week. Meetings will be held each night at 8 o'clock.

DR. JOHNSON'S ADDRESS. Dr. Jesse Johnson, president of Muskingum college, New Concord, Ohio, was the speaker at yesterday's men's meeting at the Y. M. C. A. and his talk was one of the most scholarly efforts ever given at the institution. Dr. Johnson spoke along the line of Bible study, showing which happy topics could be selected for the lessons, and pointing out methods by which the best acquaintance with the salient points could be secured. The address was pithy and full of good suggestions, and a treat to the audience.

LOCAL BREVITIES. Matters of Minor Moment in and About the City.

The discontinuance of the reduced Sunday fare on the Bellaire, Bridgeport & Martin's Ferry street car line had the effect of very materially decreasing traffic yesterday.

W. Craig, a graduate of the Philadelphia Art School, has rented rooms in Oglesby block, Bridgeport, and fitted up a studio. He is an artist of merit in crayon, pastel, sepia and water colors.

In another column City Collector Hall gives notice that city taxes will be due on and after October 1. Persons paying all their taxes any day during the month of October will be entitled to a discount of 2 per cent on city taxes. The taxes on real estate will bear interest from November 1, 1908.

Mr. Simon Kline returned last night from Waverly, and brings good news of the oil well he and other Wheeling people are interested in on the Pollock farm. It was drilled in a few days since at a depth of 658 feet, and is now flowing two barrels an hour, which is a good showing for the shallow field. This is the sixth well that has been brought in by the same company.

THE MACHINERY ARRIVING For the McKay Shoe Company's South Side Plant.

Wheeling's most recently new industry will be in operation in a short time—the plant of the McKay Shoe Machinery Company, of Boston, which recently closed a deal by which it leased the large four-story factory building on South Water street, lately occupied by the Wheeling Stamping Company.

Three carloads of machinery arrived from Boston on Saturday, and is now being placed in position in the factory building by Richard Dunn, of the Caldwell-Peterson works. The company bought the engine, boilers and shafting in the factory, and these are now being put in shape for an early start at the new plant.

About 200 men are to be employed.

ELKS' HOUSE WARMING. Wheeling lodge of the "Best People on Earth" will dedicate its new hall, in the Rogers block, on Main street, Wednesday evening, in elaborate style. The lodge's new quarters are handsomely furnished. The ceremonies, which will be open to the public, begin at 8 o'clock. John Galvin, of Cincinnati, an Elk of distinction, Congressman Downer and John A. Howard will make addresses.

Sick West Virginia Soldiers. CAMP MEADE, Middletown, Pa., Sept. 18.—Fifteen typhoid fever cases were shipped from the second division hospital this evening, to the Charity hospital, at Norristown, in a special car. The patients were from the Two Hundred and First and Two Hundred and Second New York, Fourth Missouri, First Rhode Island and Second West Virginia regiments. Chief Surgeon George B. Hodge, the sick do better in city hospitals than in tents, and he has arranged to ship more away to-morrow to Harrisburg and Philadelphia hospitals. There are 175 fever and pneumonia patients in the general hospitals, and they will be taken away as rapidly as they can be moved.

Talking too Elocquently. SANTIAGO DE CUBA, Sept. 18, 3:30 p. m.—Yesterday charges were preferred by Captain Miller, of the Second Immune regiment, and Captain Shell, of the Fifth Immunes, against Sergeant Josh W. Johnson, of the Third regiment for making and selling the officers and soldiers of their respective regiments in an article published in the Actinia Constitution on August 2.

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ARCHBISHOP'S VIEWS

On the Philippine Question—Hopes the Islands will Not Remains Spanish—Says the Religious Orders Must Go.

MANILA, Sept. 18.—In an interview here with him by the correspondent of the Associated Press, Archbishop Dozal, of the Philippine Islands, said:

"I earnestly hope the islands will not remain Spanish, because the rebels are now so strong that such a course would inevitably cause appalling bloodshed. The re-conquest of the natives is impossible until after years of the most cruel warfare."

He also expressed the hope that the islands would not become absolutely independent, because it was certain that dissensions would occur which would result in incessant strife, and a lapse into barbarism and the natural indolence of the tropical race. The only hope, the archbishop declared, was that a strong western power would intervene now. Delay was dangerous, because the people are intoxicated, vain glorious and restless.

He said it was undeniable that the religious orders must go, because the whole people had determined to abolish them, now that they were able to render their retention impossible. He lays the chief blame upon the Dominicans, Augustines and Franciscan recalcitants, the richest orders, and next upon the Benedictines and Capuchins, which are of less importance. The Jesuits, Archbishop Dozal says, are comparatively blameless. He added that the rival orders, quarrel among themselves, intrigue, act unworthily and slander their opponents, thus increasing their general disfavor.

"The provincials, who are approximately equal to arch-deacons, are mainly responsible. They are utterly beyond the control of the archbishop, who denies possessing much power.

The total number of Spanish priests in the Philippines before the war was about one thousand, but lately every departing steamer has taken fifty or a hundred of them away, and now barely five hundred remain.

A native priest privately stated to the correspondent that the reason the archbishop hopes for the expulsion of the friary orders is that they have grown too powerful for him, and that he wishes to strengthen himself. Several responsible Spaniards assure the correspondent that they would refuse to remain here if Spain were reinstated in control of the islands. Many of the Spanish soldiers refuse to serve again, and Spanish officers are utterly disgusted with the rottenness of Spain's government, and prefer to become American subjects.

The annexationists have a majority of 71 in the national assembly, but the discussion of the subject has not been finished.

GALLANT CAPRON.

His Son Killed at Santiago, He, Himself, the Victim of Disease.

WASHINGTON, Sept. 18.—Captain Allyn Capron, first artillery, died at his home, near Fort Myer, Va., to-day.

Captain Capron was one of the best known officers in the regular army. He had devoted himself particularly to the artillery branch of the service, having been an honor graduate of the artillery school in 1873, and was regarded as an authority on military tactics. When General Shafter's corps went to San Juan, Captain Capron accompanied it, and his battery did notably fine work in the battle of Santiago. During the Capron's son, Capt. Allyn K. Capron, of the Rough Riders, was killed. The death of his son preyed upon the father's mind, but he never swerved for an instant from his duty during the terrible days that followed.

The seeds of disease were sown in his system during the Cuban campaign, and he returned to his home at Fort Myer, near this city, only to be stricken down with typhoid fever. His death occurred about 12 o'clock to-day. Captain Capron was born in Florida, and entered the military academy as a cadet in 1862.

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