

### JUDGE JACKSON

Comes to Wheeling To-day to Hold a Special Term.

### TWO MEN ARRESTED ON SUNDAY

Afternoon at Forty-eighth Street Barns to be Tried.

### ELEVEN ADDITIONAL DEPUTIES

Reached the City from Clarksburg Late Last Night, and Will Reinforce the Forty or Fifty Already at the Barns - Sunday Did not Pass Without Trouble Along the Lines of the Railroad Company. Including Forty-eighth Street, North Wheeling and Martin's Ferry-Saturday's Conference was Fruitless.

#### THE STRIKE SUNDAY.

Judge Jackson comes to Wheeling to-day from Parkersburg to hold a special term of the United States court for the consideration of cases arising out of the street car strike. Two men who became boisterous and abused the deputy marshals on duty at the Forty-eighth street barns were arrested by Deputy Marshal Randolph Sunday afternoon. They will be tried before Judge Jackson to-day. Four cars were run into Martin's Ferry, the first since the strike began. Serious obstructions were met, and a spectator attempted to pull a deputy marshal off a car. The officer pulled his revolver, and the crowd retreated. The track has been obstructed since, in some places iron being nailed across the rails. Slight obstructions were encountered by the company in North Wheeling, but order was restored by Chief of Police Clemans. The conference of Saturday afternoon, participated in by the company, strikers and business men came to naught, and a long and bitter struggle seems the only outcome. Eleven additional deputy marshals arrived from Clarksburg last night, and will be housed at the Forty-eighth street barns. With the adequate force now at command, it is said no further interference will be tolerated by Marshal Thompson and Judge Jackson.

It was learned from a reliable source last night that Judge Jackson, of the United States district court, will come to Wheeling from Parkersburg this morning and will likely remain in the city for several days. He comes for the purpose of holding a special term of court, at which he will hear the cases that have arisen and others that will probably arise from the street car strike. It is likely that the men, Huchey and Burns, who were arrested yesterday afternoon by Deputy Marshal Randolph, will be tried this afternoon, though the trials may be deferred until to-morrow. The coming of Judge Jackson to Wheeling is brought about by a telegram sent him yesterday afternoon by Marshal Thompson, which informed him of the arrest of the two men here Sunday. It obviates the necessity of taking the pair to Parkersburg or Clarksburg, the injunction which they are alleged to have violated providing that all offenders should be taken before the court issuing the injunction, thus taking from United States commissioners any jurisdiction they might have had.

#### Two Arrests Sunday.

Deputy Marshal Randolph was compelled to make two more arrests at the barns Sunday afternoon at 1 o'clock, owing to the persistency of two strike sympathizers in annoying and abusing deputy marshals under his command. At the hour mentioned there was a considerable crowd lined up on the sidewalk opposite the barns, and some had evidently imbibed too freely of intoxicants. These were conspicuous by the amount of abuse they launched at the deputy marshals on duty at the north entrance of the big building. Two were especially prominent, Jenks Hughey, a coal miner employed at the Koonitz mines, and James Burns, a glass worker. They hooted at the marshals as well as at the non-union employees of the company. They grew so bold, finally, that they left the sidewalk and went across the street to the door of the barn. The deputy marshal ordered the pair away; they refused and addressed their abusive language at the officer. The latter then conducted them across the street, ordered them to stay away from the company's premises and threatened arrest if they did not comply. The pair evidently were not in a condition to understand what they were doing, for they repeated their performance, and were again conducted back across the street, the deputy marshal, it is said, not caring to arrest them because they were intoxicated. Again, they advanced upon the deputy marshal, who finally called upon his superior, Chief Deputy Randolph. This officer warned the men that they were violating Judge Jackson's injunction, but they defied the officers and shouted that there was none there who would dare arrest them. Deputy Randolph saw the example of the pair was having a demoralizing effect upon the crowd lined up across the street, so he decided to arrest them, which he did and

Dr. Mitchell says in difficult cases of Anemia, he adds cod-liver oil half an hour after each meal and he likes to use it in an emulsion; that he has watched with growing surprise some listless, feeble, creature gathering flesh, color and wholesomeness of mind and body from this treatment.

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### Wanted at Once.

One hundred able bodied men at LaBelle Iron Works. Apply at office of company, head of Thirty-first street, city.

#### took them up town to the Ohio county jail.

The proper commitment papers were filed, so the federal officers feel sure their men will not escape on any habeas corpus proceedings. They will likely be given a trial before Judge Jackson this afternoon.

#### Trouble in North Wheeling.

Yesterday the company experienced some difficulty in sending its cars through North Wheeling. Heretofore the Benwood cars went around the loop instead of up Main street. Boys piled obstructions on the tracks from Third street to Jonathan's ravine, and the car attempting progress about 1 o'clock had its troubles. The boys seemed to have little fear of the deputies and they put the bricks back nearly as often as they were removed.

The car was surrounded by a large crowd in short order. In the midst of the excitement a man in the car drew a gun on a boy. The man claimed to be a deputy, but he wore no badge, and his authority was questioned. Chief Clemans was telephoned for and he soon arrived on the scene. The chief urged the spectators to cease their interference, and in counselling them to do this, he said they were only hurting the strikers. A North End man took exception to the chief's remarks, but the threat of an arrest silenced the offender.

Thomas Ryan, an aged North Wheeling resident, indulged in cries of "black sheep" during the excitement, and Thomas, who had imbibed too freely of liquor, was arrested therefor by Officer Landmyer. He will face the mayor this morning on a disorderly charge.

#### Car did not Stop.

Officer Arthur Ingram last evening reported a violation of a city ordinance by the operator of car No. 3 running on the Benwood line. At 5 o'clock, this car, bound for the barns, went down Main street, and instead of stopping at the Baltimore and Ohio crossing at Sixteenth street, the car continued on over the tracks, and down Main street. The officer was surprised at the incident, and noting the number of the car, reported it to his chief.

#### Eleven More Deputies.

Last night, at 11:30 o'clock, eleven additional United States deputy marshals arrived in the city from Clarksburg, via the Baltimore and Ohio road. They were conducted to the Stamm House, where they will remain until this morning, when they go to the Forty-eighth street barns, where the other deputies are housed. There are now about fifty deputy marshals here, a number believed to be sufficient to enable Marshal Thompson to control the situation. In the first batch there were twelve, and about thirty more came on Saturday afternoon. It is thought most of these special deputies will be used in the storm center in Upper Benwood, where most of the trouble has occurred.

#### Ten Cars Were Run.

The company made a better stagger toward complete operation of its lines on Sunday than has been attempted since the strike was inaugurated. For the first time, cars were run through Martin's Ferry, and as detailed elsewhere, considerable trouble was encountered. The first cars were started at 8 a. m. and the last car left the uptown station for the barns at 6 p. m. The cars went to various points as follows: Martin's Ferry line, two; Bridgeport line, two; Fair grounds branch, one and five or six on the main line. The traffic was light, but an improvement over previous days, claimed General Manager Kirker.

#### The Bay City Strike.

A representative of the Wheeling Railway Company, speaking of the report put in circulation here Saturday, to the effect that the Bay City strike had been won by the strikers, said last night that he had information that the company was the winner at Bay City. The men, he said, failed to get the increase in pay for which they struck.

#### The Blockade in Benwood.

The obstructions on the tracks in Benwood from Boggs' run to Schad's crossing, will take a regiment of men nearly a day to remove. There are boulders of all sizes, logs, barrels, boxes and big pieces of iron, and two or three men will be necessary to lift the larger rocks. No cars passed, or attempted to pass over this part of the line yesterday.

#### Obstructions in Martin's Ferry.

The first cars through Martin's Ferry on the Wheeling line since the strike began were run yesterday afternoon and caused considerable excitement and disturbance. Two cars guarded by eight deputy marshals, passed over the line at 3 o'clock, and were followed by two other cars about an hour later. Little difficulty was experienced in making the trip until they reached Center street, and from that point up around the loop they found railroad ties, rails and various other and lighter obstructions had been placed upon the tracks to retard their progress. A large number of people had assembled along the course of their north end route, and the persons operating the cars were loudly hooted and jeered.

By the time the latter two cars reached the Fifth ward the tracks were again badly obstructed and a larger crowd of men and boys had gathered at each corner. Stones and other missiles were hurled at the cars, breaking two windows and doing other damage. At the corner of Main and Center streets, where perhaps the largest crowd had assembled, one sympathizer struck at and hit one of the deputy marshals who was standing on the rear of a car which had been stopped to allow the stones and rubbish to be removed from the rails. The deputy immediately revealed his revolver, which had the effect of keeping back the mob.

Women at various points along the line, as well as men, could be seen busying themselves piling on obstructions of all kinds. After the last two cars had passed, men and boys spilled pieces of iron and other metals across the rails and into the ties on Center street, so as to make it more difficult for the operation of cars which might be run later. No further effort was made, however, toward running cars to Martin's Ferry. The patronage of the four cars was very slight, and consisted of one woman.

General Manager Kirker, of the com-

### pany, last night asked protection at the hands of the Martin's Ferry authorities.

### THE STRIKE SATURDAY.

The Conference Between Company, Strikers and Business men.

The principal development of the strike on Saturday was the conference between the company's board of directors, the strikers' committee and the business men's committee. It was held in the rooms of the chamber of commerce, and lasted about two hours, but was fruitless. Neither side receded from its position. President Conderman, of the company, inquired if the strikers would make any concessions; the committee replied that the strike was for twenty cents an hour and nine hours a day. The business men were disappointed over the failure of the contending interests to come together.

President Conderman made the following statement of the strike Saturday:

"We met with the citizen's committee and the committee of employees with the view of discussing the differences existing between the former employees and the Wheeling Railway Company. I asked our employees if they had any grievances as employees of the Wheeling Railway Company and if so, to state them, so we could have something definite to consider. They said in response that they wanted twenty cents an hour and a nine hour day. I then took up the wage list of the various cities of the country of like size, and found that the city of Wheeling was paying at least as much, if not more, than any city east of the Mississippi river of like size, and stated that I did not see what good reason there was why a motorman or conductor in the city of Wheeling should receive any more pay for the same work than in any other. In Philadelphia they pay 16 2-3 cents per hour, and in Baltimore, I believe, 15 1/2 cents. I wish to call your attention to the rates paid in other cities. Here is a tabulated statement of the wages paid in cities of 50,000 population or less. Out of these cities, eleven pay an average rate of less than we are paying; in one it is the same, and in two it is but a trifle more. The next group of cities run from 50,000 to 75,000 population. There are eight in all. Of these three pay less than we do, two pay the same, two pay one cent per hour more, and one pays twenty cents. The latter city is Hartford, where they have sixty-four cars running, so you can see their receipts are large. The next group is composed of cities running from 75,000 to 100,000 population. There are seven of them. Of these, four pay less than we do, and the entire group will not average more. Of these cities, Reading, Pa., pays 12 cents, and so does Nashville. Next we come to cities of from 100,000 to 200,000 population. Atlanta pays 12 cents; Scranton, Pa., 12 1/2 to 15 cents; Columbus 15 1/2 to 18 1/2 cents; Worcester 12 to 17 1/2; Providence 18 1/2; Indianapolis 14 to 16, running one hundred and twenty-six cars, and so on. Of cities having a population of more than 200,000, Louisville pays 16 1/2; Milwaukee 16 to 19; Newark 14 to 18 2-3; Buffalo 15 to 18; Cincinnati 16 1/2; Cleveland 18 to 20; Baltimore 16 1/2; Boston 22 1/2, and St. Louis motorman 20 cents, and conductors 19 cents.

"I then went on to explain to the men that our company could not pay more. We have no sinking fund, and have not paid exceptional dividends. During three years our dividends have been 4 1/2 per cent, and for the previous two years they were nothing, so the average for the five years has been less than 3 per cent. I also stated that when I came to town last evening I had been told that I was drawing a salary of \$10,000 per year as president of the company. I thought it well to acquaint the boys with the fact that I did not receive a cent, worked without pay simply to further the interests I represent. I don't get enough from the company to pay my stenographer. I work sixteen hours a day, putting in the day at my own business and then working at night until midnight for the company, and when I am not on duty I am working on my own pocket. To replace property used up during the past five years we have had to create a debt, for we could not do so out of the receipts.

"I then went on to state to them that it was no trouble to get men in Philadelphia. I could get one thousand men there and ship them to Wheeling in five days—men glad and willing to make sixteen cents per hour. I put an advertisement in the paper last Monday and had one thousand applicants. I took three clerks to keep track of them. I then stated, in justice to myself, that men had repeatedly applied to me for positions on the road here, and as president I had never asked for the appointment of a single man, feeling that so long as the employees of the road did their duty they were entitled to their positions, and that I had no right to ask for the discharge of any man, as president.

"I then discussed the whole situation, pro and con, to show that the company had not made inordinate profits, and that it was unreasonable for them to ask for increased pay because the wages had been increased in iron mills, etc. The mills can add the increase in wages to the price of their products, and so get it back, but we cannot. Our rate of fare is 15 cents, and it cannot be increased.

"After the meeting the boys of this friendly nature, I asked them if they would consider or entertain any proposition of compromise, and they said no. Then I said: 'Gentlemen, if that is the case, there is no use in wasting further time.' Through Mr. Byrne, their chairman, they asked us to make them an offer, but we did not do so.

"It was a very friendly interview throughout, but it came to nothing."

The strikers' committee made the following statement:

"After introductions, President Conderman asked the men what grievances they had and the men replied that they had demanded of the company twenty cents per hour, nine hours work per day and recognition of their union.

"President Conderman then made a rather lengthy speech, during which he spoke of the vast improvements made to the line and the repairing of the car bodies, trucks, power and tracks. He also said that the company was not making any money, had merely paid dividends of 3 per cent, and that there was a debt of 150,000 on the road. He further stated that the rumor in circulation to the effect that he received a salary of \$10,000 per year was not the case, but as president of the road for two and a half years, he had received nothing, and that other men interested in the company in this city also had received nothing.

"He produced a package of statistics citing the wages paid on various lines in the country, ranging from twelve to sixteen cents per hour, and endeavored to impress upon the minds of the men that they were the best paid car men in the country. He asked the men why they did not resign their positions if they were unwilling to work for sixteen cents an hour, and let men step in who were willing to work at that rate, which action would discourage their sympathizers.

"The employees' committee in reply to the statistics said they could produce as large a package of statistics citing various street car companies that paid from sixteen to twenty-five cents per hour, but did not think it was worth the while. President Conderman then asked the committee to mention the name of a company paying such a rate and the men referred him to the Wheeling & Elm Grove company.

"One of the committee produced figures showing that on a Saturday recently before the strike, a certain car had carried 550 passengers in ten hours, which brought in \$17.50, and at the rate of sixteen cents an hour, the pay for the motorman and conductor was \$1.60 each, while the remainder amounting to \$14.90, went to the company.

"President Conderman then asked the committee if they had any compromise offer and the committee replied that

### OPEN LETTERS FROM

Jennie E. Green and Mrs. Harry Hardy.

JENNIE E. GREEN, Denmark, Iowa, writes to Mrs. Pinkham:

"I had been sick at my monthly periods for seven years, and tried almost everything I ever heard of, but without any benefit. Was troubled with backache, headache, pains in the shoulders and dizziness. Through my mother I was induced to try Lydia E. Pinkham's Vegetable Compound, and it has done me so much good. I am now sound and well."

Mrs. HARRY HARDY, Riverside, Iowa, writes to Mrs. Pinkham the story of her struggle with serious ovarian trouble, and the benefit she received from the use of Lydia E. Pinkham's Vegetable Compound. This is her letter:

"How thankful I am that I took your medicine. I was troubled for two years with inflammation of the womb and ovaries, womb was also very low. I was in constant misery. I had heart trouble, was short of breath and could not walk five blocks to save my life. Suffered very much with my back, had headache all the time, was nervous, menstruations were irregular and painful, had a bad discharge and was troubled with bloating. I was a perfect wreck. Had doctored and taken local treatments, but still was no better. I was advised by one of my neighbors to write to you. I have now finished the second bottle of Mrs. Pinkham's Vegetable Compound, and am better in every way. I am able to do all my own work and can walk nearly a mile without fatigue; something I had not been able to do for over two years. Your medicine has done me more good than all the doctors."

they stood for nine hours' work for a day, at the rate of twenty cents an hour for the same, and recognition of their organization.

"President Conderman said it appeared useless to proceed further, whereupon the men asked him if the company had anything to offer, as they themselves were not in favor of a compromise. However, both sides took determined stands, and the meeting was adjourned without specification of any time for another meeting."

### BELMONT TRADES UNION

Meets and Discusses Phases of the Street Car Strike.

The Belmont Central Trades and Labor Union met yesterday afternoon in regular session in Odd Fellows' hall, in Bellaire, with President Kunkle in the chair, who appointed George W. Curtis as vice president and Thomas Salisbury, as secretary. The following new delegates were admitted, representing the Local Union No. 785 of the United Mine Workers: Wm. Hensley, Alex Branden and John H. Johnson.

The committee from the street car strikers union made a report; they asked the assembly to take action on the matter and requested delegates to ask their respective locals not to patronize the Bellaire division of the street railroad, also thanking the different unions for the good they have done in the past. The complaint was made against the men on the Ohio side for teaching new men who are to take the places on the other side of the river. They reported that they consulted with the men on the Ohio side relative to forming a union and they had got two men who were willing to join the union. A motion was made and seconded to have a committee of three appointed to prepare resolutions, defining the position of the trade unionists on the Ohio side of the river, and to make known to the laboring men and those in sympathy with organized labor, their duty in the present controversy between the street railway company and its employees. The president appointed the following committee: Lewis, Parsons and Morris.

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