

## RUSHED THROUGH.

People's Railway Ordinance  
Pushed Through With a

## FAVORABLE RECOMMENDATION

To Council at a Meeting of the  
Committee on Railways.

## MR. McCORMICK ENTERS KICK

On the Treatment Accorded the Committee on Ordinances, in Taking Away from it the People's Ordinance—Messrs. Allison and Boyce Objected to an Immediate Recommendation but it was Without Avail—Ordinance is of Great Length and Provides for a Line from Jonathan's Ravine to Forty-eighth Street—Two Tracks on Market Street.

The council committee on railways met last night, with Chairman Bachman in the chair, and Councilmen Bradbury, Schmidt, Knoke, Kindelberger and McMechen present. Others there were Councilman William McCormick, who is chairman of the committee on ordinances, and Beckett; City Solicitor Nesbitt; Messrs. B. S. Allison and Sam O. Boyce, representing the Wheeling Railway Company, and Mr. John J. Coniff, representing the People's Railway Company. The result was the recommendation favorably to council of the ordinance granting the People's Railway Company a franchise to operate an electric street railway line on certain streets of the city from Jonathan's ravine to Forty-eighth street, at the southern limit of the city.

Unusual interest was taken for the reason that the People's ordinance, which had been in the hands of the committee on ordinances, had been shifted to the committee on railways by act of council Tuesday night. This action gave offense to members of the former committee, and especially to its chairman, Mr. McCormick, who was not loath to express his views of the matter in vigorous language. As vigorous a rejoinder came from the representative of the People's company, Mr. Coniff, and the situation was decidedly acute at one or two stages.

The ordinance provides for a route through the city north and south. In the first ordinance submitted by this company, it was proposed to have the tracks in the central portion of the city along Chapline street, and there was to have been a bridge at Chapline across Wheeling creek. In the ordinance submitted to the railways committee, the route is changed, and is down Market street, with tracks paralleling those of the Wheeling Railway Company from Eleventh to Twentieth streets. North of Twentieth street it is a single track system, but south of Twentieth there is a South Side loop mostly over streets that are not occupied by the Wheeling company.

## Mr. Coniff's Statement.

The committee was called to order shortly after 8 o'clock. Mr. Coniff made a prefatory statement on behalf of his company. The ordinance, he said, is a revision of one previously submitted to the committee on ordinances, and which was referred to the city solicitor. The present ordinance had been framed to meet the suggestions of the solicitor, and embodies all of them, he claimed. The company desired to obtain a franchise over the route specified in the ordinance, and which was better illustrated by a map which members of the committee had just examined. The company desired some action taken on its application, and he believed that the committee on railways was the proper one to go to, this being entirely a railway project. The suggestions of the solicitor, he said, had been for the benefit of the company as well as for the city. He urged action at once, so council would be enabled to pass on the application.

Mr. B. S. Allison, representing the Wheeling Railway Company, next addressed the committee. In the afternoon he had made an attempt to inspect the ordinance and the map, but had been unable to see them until just before the committee met, when there was no opportunity to do more than glance over them. The Wheeling Railway Company, he said, is interested in what is proposed, and he hoped the committee would act considerably and give all who are interested an opportunity to appear and give expression to their views. He would ask that action be deferred until not only the Wheeling Railway Company, but all others interested, may have a chance to be heard before the committee. The attorneys of the Wheeling Railway Company, he said, are not the officials best qualified to explain where possibly the desires of the People's company may conflict with the rights of his company, and until these officers can be heard there should be no decisive action by the committee. He would offer no captious objection, but suggested that the committee adjourn until those interested may have the opportunity to frame their possible objections.

Councilman Kindelberger inquired what the Wheeling Railway Company had to do with the matter in hand. "It has nothing to do with this committee or with this franchise, and it now has more from the city than it ought to have received," added the Third ward man.

Mr. Allison rejoined that his company and many others are interested. "What is your interest?" asked Mr. Coniff.

Mr. Allison responded that the Wheeling was interested especially at points where the new company would cross its line, and it might be that suggestions could be made that would facilitate crossings.

"Isn't it a fact that you are only interested to the point of desiring to avoid competition?" asked Mr. Coniff.

Intimation Denied.

This intimation was vigorously denied by Mr. Allison, and he added that he and all others have a right to be

heard. Of course his company did not seek competition, but it was not on that point they would come before the committee if given the opportunity. Officials of his company might explain how it would be better for the interests of the city not to have parallel tracks on a certain street or streets. For instance it has always been contended that there is not sufficient room on Market street for more than one track. He hoped the ordinance would not be rushed through without all sides of the question being heard.

Mr. S. O. Boyce, representing the Wheeling Railway Company and citizens, objected to immediate action. He contended that Mr. Coniff was wrong in stating that the railways committee is the one before which this ordinance comes properly. He had had some experience in municipal affairs, and he asserted that it should have remained with the committee on ordinances. In matters where a route only is in question, the committee on railways should be consulted, but in the framing and consideration of an ordinance (as in the present case) the committee on ordinances is the proper one. He never knew of a franchise being referred to the committee on railways.

Proceeding, Mr. Boyce entered into a history of the manner in which this ordinance was transferred from the committee on ordinances to that on railways.

"There are other interests besides those of the Wheeling Railway Company; those of the people you represent," said Mr. Boyce. Proceeding, he asserted that the new company's tracks would parallel those of the Wheeling for eleven squares on the principal street of the city. The business men along this thoroughfare have the right to object, and the committee should recognize this. With one track there are accidents and collisions, and yet it is proposed to place two tracks on a street that can accommodate but one. Council would never hear of the Wheeling company having more than one track on Market street; now two are contemplated.

Mr. Coniff said Mr. Allison was evidently not in touch with the situation of the last three months. The Wheeling company, he asserted, has been heard from every day of this period in this matter. That company had been very industrious and active to prevent any action on the People's franchise ordinance. Now, the first time when there has been any prospect for the application being acted upon, the Wheeling company comes in and asks for information, which it could have secured at any time during the three months.

## A Lively Tilt.

At this point there was a lively exchange of compliments between Messrs. Coniff and McCormick, the latter denying Mr. Coniff's statement that the Wheeling company could have secured information. Mr. Coniff remarked sarcastically that he hadn't suspected he would find Mr. McCormick at this meeting when council had taken the matter out of his committee's hands.

This brought Mr. McCormick to his feet with the assertion that the chairman of the second branch had decided the matter was referred to the railways committee, when as a matter of fact the branch had not voted that way.

Mr. Kindelberger arose to remark that he was in the chair of the second branch at the time.

"I never before saw such a piece of work," responded Mr. McCormick. Mr. McCormick, said Mr. Coniff, would not be so sensitive if he were only representing his committee and not some other interest.

Mr. Allison—He ought to feel sore; you have been saying that he was owned by the Wheeling Railway Company.

Mr. Coniff arose and stated that his company had never sought undue haste. The main reason his company could not secure action by the ordinance committee was that he had strong proof that the Wheeling Railway Company had representatives who would vote on his ordinance in the committee on ordinances.

"Then we went to council seeking reference to a committee that would act fair and square. I believe the application is now in the hands of a committee that will consider the matter conscientiously, and whatever action may be taken it will be an honest conclusion."

Mr. McCormick arose and appealed to members of the railways committee present to support his claim that there had been no unfair treatment of the People's company by the committee on ordinances. Mr. Schmidt supported him with the reply that he had been present at every meeting and had seen nothing unfair; Mr. Bachman admitted that he had been present at all but one meeting, and that he himself had made all or most of the motions.

"Did I say whether I was in favor or against the ordinance?"

"No," admitted Mr. Bachman.

"Did I take part in the discussion?"

"No."

"Haven't I acted in an honorable manner?"

"Yes."

"Mr. Coniff," said Mr. McCormick, "you are misrepresenting when you say I am interested in anything but the committee on ordinances."

Mr. Allison again addressed the committee and said not only had the Wheeling Railway officials had no opportunity to look into the People's ordinance, but that they had been busy night and day with another matter—a strike with which the public is well acquainted. "This is the first chance we have had, and I ask that an opportunity be given our officers to look in to this matter before action is taken."

Mr. Kindelberger—You had a chance when it was before the ordinance committee.

Mr. McCormick—Oh, what's the use of saying that? We know what your object is."

Mr. Knoke—Let's get down to business. It'll be time for breakfast pretty soon, if we don't hurry up.

## The Ordinance Read.

Mr. Kindelberger's motion that the ordinance be read was carried. This occupied nearly an hour, the ordinance being of great length.

The ordinance describes the route as follows: Beginning at northern corner of lot at the Powelky tracks; westerly to Main street, past the Top mill; thence up Jonathan's ravine; southwardly on Coal street to alley 2; on Alley 2 to Market street; on Market street southward to the Second ward market house; thence around the west side of the market house, and thence south on Market street to Wheeling creek, a single track paralleling the Wheeling Railway Company's track on the west side; at the creek it is proposed

ed that the track shall cross on a bridge to be erected by the company, west of and adjoining the city's bridge; south on Market street to Twentieth street, where the line diverges into a South Side loop, as follows: Downward route, out Twentieth street to Chapline street; on Chapline street to Twenty-second street; on Twenty-second street to Eoff street; on Eoff street to Twenty-sixth street; on Twenty-sixth street to Jacob street; on Jacob street to Thirty-second street; on Thirty-second street to Wood street; thence crossing the Baltimore and Ohio tracks, on Wood street prolongation to Thirty-fifth street; thence on Wood street by reversed curves to Thirty-seventh street; on Thirty-seventh street to Wetzel street; on Wetzel street to Forty-third street; on Forty-third street to an alley from Forty-third street to Wood street; south on Wood street to Forty-fourth street; on Forty-fourth street to Wood; on Wood street to Forty-fifth street; on Forty-fifth street to McCulloch street; on McCulloch street to Forty-seventh street; on Forty-seventh street to an alley next west of McCulloch street; on the alley to Forty-eighth street; on Forty-eighth street to Eoff street; on Eoff street to Forty-fourth street; on Forty-fourth street to Wood street; on Wood street northward to Thirty-ninth street; on Thirty-ninth street to Wetzel; on Thirty-ninth street to Wood; on Wood street to Thirty-seventh street; on Thirty-seventh street to Chapline street; on Chapline street to Thirty-fifth street; on Thirty-fifth street to Wood street, connecting with a line already outlined; also on Jacob to Twenty-eighth street; on Twenty-eighth street to Market; on Market to Twenty-sixth; on Twenty-sixth to Market; on Market to Twenty-third; on Twenty-third to Market house; north on Market to Twentieth and a junction with the line already outlined.

After describing the route of the line, the ordinance describing the distance of the rail on curves to the curb. Single gauge, 5 feet 2 inches is specified. The cars are to be propelled by electric power only. The rails are to be flat girder pattern, with wagon tread not less than three inches. The closed cars are to be vestibuled, and the best patterns of fenders is to be used, and satisfactory to the board of public works. Cars are to be heated by electricity. The company not to be recompensed for inability to run its cars through obstruction of tracks by city work. The top of the rail to be on a level with surface of street. The company shall keep the pavement between tracks in good repair, using brick or stone as the street surface may be required. When a street is improved, the company shall pave with the same material between its tracks. Street crossings between rails are to be kept in good repair by the company. Cars of the Wheeling Railway Company shall have right of way at all crossings of the line, and derailing switches will be put in when required by the board of public works. Vehicles shall leave the track without unreasonable delay, and violation of this provision the penalty is a fine from \$1 to \$5. Smoking on the cars is prohibited, also lewd and profane language. Conductors are given power to eject violators of these provisions. The city is saved harmless from suits for injury to person or property by reason of the operation of the company's cars. The company shall begin work within ninety days from passage of the ordinance, and complete within eighteen months, but a year's grace is added to offset unavoidable delays. Failure to observe this provision involves forfeiture of the franchise. The ordinance to be accepted within thirty days. On failure to comply with the ordinance's provisions, notice of repeal will be given by the city, and within three months it may be repealed. The city reserves the right to amend the ordinance, but the company shall not be deprived of any privileges granted by the ordinance. The ordinance shall take effect on its passage.

## Recommended Favorably.

At the conclusion of the reading of the ordinance, Mr. Kindelberger moved that it be recommended to council favorably.

Mr. Boyce—The city solicitor says he has not even examined the ordinance. I suggest that he examine it first.

Mr. Kindelberger—He can get it from the ordinance committee later.

Mr. Nesbitt, the city solicitor, arose and stated that Mr. Boyce had not quoted him with exact correctness. He had said that he had not officially examined the ordinance. The first ordinance had been referred to him, and he had made so many suggestions that it had been sent back to the company for another draft. Two weeks later a revised draft of the ordinance had handed him a copy. This he had looked over, but he had not passed on it.

Mr. Schmidt—Are your recommendations in the ordinance.

Mr. Nesbitt—Some are and some are not, and some are not in a form that I like.

At this point Mr. McCormick entered another objection, and said the entire proceeding was irregular.

Mr. Allison again asked that people interested be given an opportunity to express their objections. A motion to recommend favorably gave no such opportunity.

Mr. Kindelberger rejoined that the Wheeling Railway Company had no rights in this matter, and if a way could be found he would like to see the Wheeling Railway Company's franchise forfeited.

Mr. Bradbury moved to postpone further consideration for one week, in order to give all persons desiring to be heard the opportunity.

The motion was lost on the following vote:

Aye—Schmidt, Bradbury, McMechen, Knoke, Kindelberger.

The Kindelberger motion to recommend the ordinance to council favorably was then passed on this vote:

Aye—McMechen, Knoke, Kindelberger.

No—Bradbury, Schmidt.

Mr. Bradbury desired the chairman (Mr. Bachman) to cast his vote and thus put the ordinance to rest, but while this was being argued Mr. Kindelberger's motion to adjourn was declared carried, and one of the breeziest committee meetings on record was at an end.

## In Clerk Robertson's Office.

Yesterday, in Clerk Robertson's office the following were recorded:

Deed made July 11, 1899, by G. R. C. Allen and J. J. Coniff, special commissioners, to Catherine Remhof; consideration, \$1,000; transfers lot 12, square 42, South Wheeling.

Deed made June 20, 1899, by Augusta and Joseph Webb to Pabst Brewing Company; consideration, \$15,500; transfers lot 1 in Eoff sub-division of square 8, at the corner of Sixteenth and Market streets.

Deed made June 14, 1899, by Wheeling Park Association to Otto Tyson; consideration, \$300; transfers a lot in Park Grove.

Deed made July 12, 1899, by G. D. Maxwell and Edward Wagner, receivers, to the Consolidated Building, Loan & Trust Company; consideration, \$11,500; transfers the Wood Bros. planing mill, at the corner of Thirty-third and Chapline streets, South Side.

A power of attorney from Josef and Josefa Zweiner to Josef Gebauer was recorded.

## Mutual Savings Bank.

"He knew what's what, and that's as high As metaphysical wit can fly."—Butler.

They tried to lend him money, promising him everything, but he declined with thanks. "I know a good thing when I see it," he said, "and I will borrow only where promises are SURE—from the

MUTUAL SAVINGS BANK, 1521 Market Street.

**Dr. PIERCE'S Favorite Prescription**

MAKES WOMEN STRONG AND SICK WOMEN WELL.

The success of Dr. Pierce's Favorite Prescription in the cure of diseases peculiar to women, is beyond comparison greater than that of any other medicine prepared especially for woman's use. It is not a cure-all but a scientific preparation, the prescription of an eminent living physician, still in active practice and who, assisted by his staff of nearly a score of trained physicians, treats and cures thousands of women every year. "Favorite Prescription" has an invigorating and vitalizing power peculiar to itself and a phenomenal control of diseases which attack the delicate organs of woman. It permanently cures backache, bearing-down pains, ulceration, inflammation and like ills by curing their cause. It dries up the drains, puts out the fever fire of inflammation and cures the corroding ulcer. It makes marriage a happiness and motherhood a blessing, by giving to women such an abundant vitality that the baby blossoms into life as sweetly, simply and naturally as a flower. Sick women are invited to consult Dr. Pierce by letter free of charge. All correspondence strictly confidential. Address Dr. R. V. Pierce, Buffalo, N. Y.

It contains no opium, cocaine or other narcotic, and no alcohol or whisky.

## MR. COLE'S MODESTY.

A Circus Manager Whose Features are Unfamiliar to the Public.

It has been the time-honored custom of the managers of circuses to make their portraits their trade-mark. Their faces are to be seen upon every poster, bill, courier, programme, book, ticket, and even upon the stationary used in their private correspondence. Wherever their names have appeared upon their contracts, or anywhere else, there were to be seen their counterfeit representations. So it has been, and is today, that the faces of such showmen as P. T. Barnum, James A. Bailey, Adam Forepaugh, Peter Sells, Lewis Sells, W. F. Cody, (Buffalo Bill), Nate Salsbury and others, are often seen than the portraits of Washington, Lincoln and Grant. Indeed it has been said in print very often that the best known face in this country was that of Adam Forepaugh. His face was better known than that of any other man because his show has been exhibiting in every state and territory of the union for about thirty years, and he was himself to be seen at the front door of his establishment by all the thousands of persons who annually visited his show, as well as his portrait upon every piece of his advertising matter.

All this, besides being prefatory, serves to emphasize the novelty found in a circus manager who has never had his portrait printed. There is such a manager, and he is by no means an obscure one. In fact he is one of the most prominent men now in the show business. That manager is W. W. Cole, partner of James A. Bailey and Peter Sells in the Adam Forepaugh and Sells Brothers' Consolidation, and is also Mr. Bailey's partner in the direction of the tours of Buffalo Bill's Wild West.

For many years the W. W. Cole show was one of the most popular and best patronized tented exhibitions in the country. He operated in the west and south and made occasional tours through the eastern states, and he also made an extraordinary successful tour through Australia and the islands of the Pacific.

Mr. Cole has never had his portrait printed upon any of his advertising matter in any shape or form. Indeed, it is said that he has never been in front of a camera but once, and that was in Australia. Any number of times he has been begged to have his picture used, but he has always given a quiet though emphatic refusal. He is a man of modesty, which is frequently mistaken by strangers for taciturnity and austerity. Among his friends he is known to be a man of the kindest and friendliest disposition. His smoothly shaven face, severely clean features and dignified expression are very like those of William M. Evans, and the judicial ermine would much sooner be looked for upon his shoulders than the toga of the saw-dust arena.

During the past six months the press commissioners of the Adam Forepaugh and Sells Brothers' Consolidation have made the most strenuous efforts to secure Mr. Cole's portrait for presentation to the public as a matter of interest in one of the four proprietors of the largest institutions providing the public's most popular pastime, but these efforts, like all of a similar kind in years past, were of no avail. No one can find out from him the reason for his unanswerable objection to have his portrait appear. No one who knows him believes that it is any desire upon his part for any kind of notoriety or to appear different from all his colleagues in arena management. It is more than likely that it has never even occurred to him that his disposition toward retirement and refusal to acquaint the public with his features by having pictures of him made and printed makes of him the only portrait of a distinctive novelty of the show world. The Forepaugh-Sells Brothers' shows will be seen here next Saturday.

## A SERIOUS LOSS

Threatened at the Top Mill, Unless Chilling is Remedied.

It was discovered yesterday that the furnace at the Top mill was "chilled" by a deposit of slag. The employees of the blast furnace have been working since Sunday to remove the deposit to no avail so far, despite the attempt to force it melted through an aperture cut in the furnace, and by reason of the chilling a loss may be entailed of nearly \$75,000, all things considered, to the Wheeling Steel & Iron Company, which operates the mill, if a remedy cannot be effected. In addition to the delay caused by the repairs to the furnace, is the loss suffered in inability to fill orders, which is a very pressing feature, and many men will be compelled to remain idle until the furnace is repaired. About four years ago, several men were killed at Homestead by the furnace chilling. An official of the Top mill stated last night that he had hopes of the loss being minimized and the chilling counteracted to-day.

The Best Prescription for Chills and Fever is a bottle of Grove's Tasteless Chill Tonic. It is simply iron and quinine in a tasteless form. No cure—no pay. Price, 50c. tth&w

## FAMILY WASHING.

Rough Dry Washed, Starched and Dye'd cents per pound.  
Flat Work, Washed and Ironed, 6 cents per pound.  
All hand work finished 10 cents per pound. At LUTZ BROS., 214 Broadway Home Steam Laundry.

BETHLEHEM, Pa., July 12.—The Thomas Iron Company's Hellertown furnace was put in blast to-day, giving employment to 150 hands after a long suspension. The company's iron ore mines near Hellertown are being got in readiness for mining again after twelve years of idleness.

**McFadden's Up-to-Date Store,**  
1316, 1318, 1310 and 1322 Market St., Wheeling.

**You'll Need Them At the Sea Shore.....**

SEA SHORE CAPS, all sizes, for..... 25c.  
SEA SHORE NECKTIES, the latest, for..... 25c.  
SEA SHORE SHIRTS, pretty styles, for..... 48c.  
SEA SHORE BELTS, all sizes, for..... 48c.  
SEA SHORE SHOES, correct styles, for..... \$1.98.

Our store closes at 6 o'clock except on Saturday.

**White, Handley & Foster.**

**\$5.48**

FOR A DINNER SET OF 101 PIECES, BEAUTIFULLY DECORATED. ALSO HAVE THESE GOODS IN OPEN STOCK. SELECT WHAT YOU WANT.

**WHITE, HANDLEY & FOSTER.**  
2245 Market Street.

Upper side of old stand entrance, next door north. Next to Atlantic Tea Company.

**John Friedel & Co.**

**JOHN FRIEDEL & CO.,**  
WHOLESALE AND RETAIL.

China, Glass and Queensware,  
Wall Paper and Room Mouldings.

Full Line of Water Filters.  
1119 MAIN STREET.

**JOHN FRIEDEL & CO.**

**A RECEIVER APPOINTED**

For the Sample-Lingaman Company. A Restraining Order.

Yesterday, in the circuit court, in the case of H. F. Claflin & Co., vs. the Sample-Lingaman Company et al., the bill of complaint of the plaintiff praying for an injunction and restraining order on all creditors of the defendant against bringing or prosecuting any suits to recover claims, and for the appointment of a receiver was considered and the application granted. The court named as receiver Colonel Jere A. Miller, cashier of the Ohio Valley bank, who will continue the business of the company. Colonel Miller filed a bond in the sum of \$15,000 with the Fidelity Deposit Company as surety. The receiver assumed charge of the business yesterday afternoon.

This action was brought about by the pressure on the company by some of the local creditors. Yesterday's restraining order applies to all of the ninety-six creditors.

## Accident on the Bridge.

Last evening about 7 o'clock, there was an exciting runaway on the steel bridge near the Island terminus. A horse attached to a buggy in which were Messrs. George W. Weisgerber and James T. McGee became frightened at two passing street cars and dashed onto the sidewalk adjoining the roadway, overturning the vehicle and throwing out the occupants. Major McGee was severely hurt and rendered unconscious. He recovered consciousness, however, and was taken to his home on the Island by Mr. James A. Lancaster, who was an eye witness of the accident. The horse ran to the Penn street terminus of the bridge, where the buggy was demolished.

## A Wall of Anguish.

To the Editor of the Intelligencer.

In the name and in behalf of suffering humanity, I would ask is there a tax upon dogs in our city, and if so, why is not the same put in force. The entire city is overrun with a lot of the poorest specimens of the dog race, but our ward takes the cake. A stranger visiting the Second ward, above Market street, between Eleventh and the city work house, would certainly be under the impression a dog factory was in operation from the number of frames or skeletons of the dog race found here. We have dogs of all colors and conditions; cur dogs, yellow, black and gray, by the dozen, any one of which for laziness and general worthlessness would put to shame the late departed "Rags."

Some families have as high as from three to five dogs and others one each for every member of the family. If the authorities would levy and collect a tax on each and every dog a sufficient amount could be collected to fill up the mud holes in our streets and alleys, which everybody knows is badly needed, or compel the owners of this worthless regiment of dogs to do away with them and by so doing allow our citizens to enjoy their rest at night, allow them to travel the sidewalks in safety, without having to carry a paving stone in one hand and a club in the other to ward off the larger ones and keep their lower limbs encased in joints of stove pipe to prevent the curs from feeding from them. Yours in agony,

H. J. M.

Wheeling, July 12.

## After Years of Idleness.

POTTSTOWN, Pa., July 12.—The extensive shops of the Pottstown bridge works started active operations to-day, after years of idleness. The force which commenced work this morning will be steadily increased until the different departments are filled up with at least 1,000 hands. Work was commenced on an order for 10,000 tons of structural iron for the New York Shipbuilding Company, whose plant is about to be built at Camden, N. J. The order will keep the works busy for one year. It required one month to put the plant in order for the resumption of work.

Wheeling, July 12.

## First-class tuition in all branches.

Excellent accommodations; home comforts; good table; large and healthy rooms; extensive grounds; pure air. For terms and other information, address . . . . .

Directress of Mont de Chantal Academy

Wheeling, W. Va.

**Machinery**

**REDMAN & CO.,**

**GENERAL MACHINISTS**

AND MANUFACTURERS OF MARINE AND STATIONARY ENGINES.

July Wheeling, W. Va.