

A RAILROAD BOOM.

Thirty-seven Railroad Projects Under way in this State.

SEVERAL INTEREST WHEELING.

Two Lines from Greene County to Wheeling Among the Projects Listed—The West Virginia Short Line one of the Most Important, and is now being Constructed—It Runs from Clarksburg to New Martinsville.

The good times in West Virginia are having a result that could be expected—a boom in railroad construction. According to the semi-annual construction supplement of the Railroad Gazette, there are thirty-seven railroad projects under way in West Virginia, and these are enumerated below in this morning's Intelligencer.

Arbuckle & Wolf creek—in Fayette county, Va., from the headwaters of White Oak and Arbuckle creeks, through the Wolf Creek Valley to the Great Kanawha river.

Cairo & Kanawha Valley—Extension from Cairo, W. Va., on the Baltimore & Ohio, north about fifteen miles to the Ohio River railroad, either at St. Mary's or Waverly.

Keedys Road, of West Virginia—Reedsville, W. Va., on the new Morgantown & Kingwood southwest through the counties of Preston, Taylor, Barbour, Upshur and Braxton to the Elk river, and thence to Charleston.

Central West Virginia—Bartlett Station, in Harrison county, W. Va., to the head of Jack's run. Incorporated in April, 1899. Carl H. Hunter, Clarksburg, W. Va., an incorporator.

Charleston, Clendennia & Sutton—Extension from Clay Court House, W. Va., northeast fifty miles to Sutton. May be built soon.

Cheat Valley—Projected from Point Marion, Pa., southeast seventy-three miles up Cheat river to Carson's, W. Va. Completed from Rowlesburg, W. Va., to Whetsell, eight miles. Work resumed this spring.

Chesapeake & Ohio—Greenbrier branch from Whitcomb, on the main line, to White Sulphur Springs, W. Va., to run up Greenbrier river about ninety-five miles through Marlinton (fifty-five miles) to the forks. Location made on fifty-six miles and contracts let, as follows: Shanahan, Serpell & Co., and Lane Bros., Louisa, Ky.; Douglas & Co., Baltimore, Md.; Wright & Co., Richmond.

Chesapeake & Ohio—Extension from Gordonsville, Va., northwest about thirty miles to Elkton, on the Norfolk & Western. Negotiations reported under way.

Clear Fork & Pocahontas Coal—From the Norfolk & Western at Gordon Station, W. Va., at the mouth of Clear Fork creek, to run to Cooper's Creek, with a branch up Jacobs Fork and down Dry Fork to the Virginia line and in another branch down Dry Fork to Peeryville, in McDowell county. Incorporated April 11, 1899. Charles E. Ritchie, of Akron, O., an incorporator.

Coal River & Southwestern—St. Albans, W. Va., to connect with the Norfolk & Western in Mercer county, about fifty miles. Incorporated in October, 1898. James Booth, Huntington, W. Va., an incorporator.

Deepwater—Robson, W. Va., on the Kanawha & Michigan, west twenty-five miles up Lower Loop Creek to Glen Jean. Four miles completed. The Gaudy Mountain Coal Co., of Ansted, W. Va., builders.

Guyandotte Valley—Huntington, W. Va., southeast about seventy-five miles up the Guyandotte river to Pineville, Wyoming county. Incorporated March 1, 1899. J. L. Caldwell, of Huntington, W. Va., interested.

Huntington Connecting—Formed in Huntington, W. Va., in February, 1899, to build a freight line around the suburbs, connecting the various railroads entering the city, and the principal factories. John W. Ensign, of Huntington, W. Va., a director.

Little Kanawha—Elizabeth, W. Va., east eighty-five miles to Burnsville. Completed to Palestine, four miles. Grading in progress.

McDonald & Bluefield—McDonald, W. Va., south about fifty miles through Beckley, on the Glade Creek & Raleigh, to Bluefield, connecting with the Norfolk & Western. Incorporated in June, 1899. Symington McDonald, of McDonald, and Enoch M. Smith, of Charleston, W. Va., incorporators.

Morgantown & Kingwood—Morgantown, W. Va., through Dellslow, Neantown and Reedsville to Kingwood, twenty-seven miles. Surveys completed and the company expects to begin building in the spring. Work will be done by local contractors. Incorporated January, 1899. Ad voted by Morgantown people. George C. Sturgis, of Morgantown, is president.

Ohio River & Lake Erie—Extension from Bergholz, O., southeast to Steubenville, or to Wheeling, W. Va. Surveys completed.

Panther & Wyoming—From mouth of Panther creek, a tributary of Tug river, W. Va., south to the state line. Incorporated April 19, 1899. R. E. Pendleton, Welch, W. Va., an incorporator.

H. A. Douglas, of Philadelphia, representing a New York syndicate in which J. Pierpont Morgan is said to be interested, has announced that a rail-

road will be built south through Greene county, Pa., to reach the coal fields above Wheeling.

Pittsburgh, Monongahela & Wheeling—Monongahela City, Pa., southwest by Bentleyville, about fifty miles to Wheeling, W. Va. Final surveys completed in February, 1897. J. M. Guffey, Pittsburgh, Pa., and General A. M. Dodge, New York, interested.

Preston—Hutton, Md., southwest eight miles via Crellin to Aurora, W. Va. Nearly completed. Rollin P. Crellin, White Haven, Pa., interested.

Riverside & Fairview—Riverside, W. Va., up Paw Paw Creek to Fair View, about fifteen miles. Incorporated January 30, 1899. J. M. Guffey, Pittsburgh, Pa., an incorporator.

Roaring Creek & Charleston—Extension of eight miles to be built this year. Sistersville, Pennsboro & Burnsville—Sistersville, W. Va., south via Pennsboro to Burnsville, on the West Virginia & Pittsburgh. Incorporated December 22, 1898. Final surveys made from Sistersville to Central Station, thirty-five miles, and nearly completed to Troy, thirty miles more. Contract to be let soon. L. P. Wilson is president and R. C. Venable chief engineer, both of Pennsboro, W. Va.

South Potomac—Romney, W. Va., southwest about sixty miles to Franklin in Pendleton county. Incorporated June 22, 1899. B. J. Baker, Petersburg; W. H. Boggs, Franklin, and J. W. Gilleson, Moorefield, W. Va., incorporators.

Sugar Creek—McDonald, W. Va., up Sugar Creek, down Park's Branch, then up Pink Creek to Raleigh Court House, fifteen miles. Partially surveyed. J. W. Davis, Coffman, W. Va., president. No right of way secured.

Tug river & Elk Fork—Welch, W. Va., southwest about twenty miles through McDowell county to a point near the north and south fork of Tug river, and thence across the line to Pocahontas, Va. Incorporated April 29, 1899. C. L. Ritter, of Welch, and E. M. Watts, Huntington, incorporators.

Virginia, Frederickburg & Western—Millenbeck, Va., along the northern neck of Virginia, to Davis, W. Va. The Union Construction Co. (J. W. Coffin, 18 Wall street, New York), has the contract. Grading suspended.

West Fork & Southern—From point on the Monongahela river line of the Baltimore & Ohio, near Bartlett Station, to run up Jack river to Bartlett Sulphur Springs in the same county. Incorporated April 10, 1899. J. T. Jones, Clarksburg, W. Va., and J. M. Wilcox, Parkersburg, incorporators. Principal office, Clarksburg.

West Virginia—Cecil, W. Va., northeast twenty miles through Sinclair to the coal fields of the Preston Coal & Coke Co., which is backing the enterprise. May be extended later northeast six miles to Rowlesburg. Incorporated January, 1899. Surveyed. John Silney, Corry, Pa., general manager of the Preston Company.

West Virginia & Kentucky—Devon, W. Va., south to Paw Paw, Ky. Incorporated January, 1899. Surveys made. Work to be begun soon. F. C. Fischer, Coalgrove, O., an incorporator.

West Virginia & Pittsburgh—Extension from Camden-on-the-Gauley, W. Va., south nine and one-half miles to a point near the mouth of the Cherry river. Grading begun March 1. J. Pucey, Weston, W. Va., contractor.

West Virginia & Pocahontas—From Welch, W. Va., south up the south fork of Tug river, to a point at or near its head on the state line. Incorporated April, 1899. Isaac F. Mann, of Bramwell, an incorporator.

West Virginia & Southern—Extension from the Boone county line south over the mountains to Racine, the county seat of Boone county. Sherman district has voted \$10,000 bonus.

West Virginia Roads—Bellington, W. Va., on the West Virginia Central & Pittsburgh, northwest thirty-five miles to Clarksburg, to connect with the new West Virginia Short Line, now building. Senator Stephen B. Elkins said to be interested.

West Virginia Short Line—Clarksburg, W. Va., northwest six miles to New Martinsville, on the Ohio River railroad, which is back of the project. Gooch, Rinehart & Dennis, of Richmond, Va., contractors. Being built by the Mountain State Construction Company, of Parkersburg, W. Va. President: J. V. Davies, 32 Nassau street, New York, chief engineer. Moore Jackson, Morgantown, W. Va., interested.

WEST VIRGINIA SHORT LINE

In Absorption of C. C. & S. by W. & L. E. Takes Place August 1.

The first official step in the absorption of the Cleveland, Canton & Southern by the Wheeling & Lake Erie will be taken August 1. On that date, says the Toledo Blade, H. J. Booth, general traffic manager, will take charge of the traffic department of the Cleveland, Canton & Southern.

The official circular is not out yet, but it will be in a few days. Mr. Booth succeeds General Freight Agent Harry R. Moore, who becomes traffic manager of the Republic Steel & Iron Company, with headquarters at Chicago.

This action consolidates the traffic departments of the two roads.

Mr. Booth is distinctively an Ohio man. He was born at Marietta, and his entire railway career has been in this state. His first postoffice was book-keeper of the construction company of the Marietta & Pittsburgh railway. After the completion of this road, he was appointed assistant of the Marietta, Pittsburgh & Cleveland.

Mr. Booth entered the traffic department as chief clerk to the general freight and passenger agent of the Cleveland & Marietta in 1880.

Two years afterwards he was put in charge of the traffic department, with the title of general freight and ticket agent.

In 1883 Mr. Booth came to Toledo to accept the assistant general freight agency of the Wheeling & Lake Erie. Since that time he has received three promotions. When A. G. Blair was appointed general manager of the property, he made Mr. Booth general freight agent. The property was thrown into the hands of the court February 1, 1897, and the receivers recognized Mr. Booth's worth by raising his title to that of general traffic manager, dispensing with the office of general passenger agent. The next change extends Mr. Booth's authority to the Cleveland, Canton & Southern.

TRAFFIC THROUGH THE TUNNEL

Near Cambridge on the Baltimore & Ohio Resumed Yesterday.

Yesterday afternoon, traffic on the trans-Ohio division of the Baltimore & Ohio through the tunnel just east of Cambridge was resumed after a suspension of several days on account of

the falling in, of slate from the roof. The first train to go through was No. 47. Last night all the trains out of Wheeling for the west were using the tunnel again. The company, it is said, will abandon the tunnel shortly, by building a track around it.

A PANHANDLE WRECK

Above the City, Near the Water Works Pumping Station, Demolishes Seven Coke Cars—Wrecking Crew Now Clearing the Track. Last night about 10 o'clock there was a bad freight wreck on the Pewkey road, just north of the city, a few hundred yards north of the city water works pumping station at Slacktown. As a result the track is blocked, and the wreck will not be entirely cleared before 7 or 8 o'clock this morning.

A north bound freight train, out of Wheeling, was running at a high speed, when the coupling of a car broke and the train parted, there being some twelve or thirteen cars in the "wild" section. The trainmen had not discovered the break when the train was slowed up to enter the switch near the water works, and suddenly without warning the "wild" section crashed into the train, resulting in the derailment of six or seven coke cars, nearly all of which were badly wrecked. In addition the track was torn up a considerable distance. Happily, none of the trainmen were injured.

The wreck train from Steubenville was called upon, and arrived about midnight. At 1 o'clock this morning the work of clearing away the wreck was being pushed, but it was said to be unlikely that the track would be open to traffic before 7 or 8 o'clock this morning.

A PECULIAR WRECK

On the Cleveland & Pittsburgh Railroad Saturday Afternoon.

A bad wreck occurred on the Cleveland & Pittsburgh road Saturday afternoon at Yorkville, five miles north of Martin's Ferry. An engine was shifting cars in the switch of the Ohio & Pennsylvania Coal Company; had placed four cars at the top of the steep grade, and was stopped about midway of the hill when the four loaded cars at the top started down the grade and crashed into the engine and four cars, starting them down the grade also. The engineer endeavored to stop the engine by using the brakes, steam and sand, but his efforts were of no avail.

The engineer, fireman and conductor seeing that the train could not be stopped, jumped when the train was going at a speed of about fifty miles an hour. The engineer, Elsworth Lewis, of Portland, was badly bruised and cut about the face and arms and Conductor Birmingham was also slightly injured. The fireman escaped without a scratch.

The train went on at a terrific rate until the main line was reached, where about one hundred yards of track was torn up. Then the engine jumped the track, the tender upset and four cars loaded with coal were demolished. The wreck crew was at once put to work cleaning up the debris. All trains were delayed for the remainder of the day.

PICTURES ALL RIGHT.

Big Fight Reproduced Accurately by the Cinematograph Yesterday.

Fourteen hundred people saw and appreciated the cinematograph moving pictures of the Fitzsimmons-Jeffries fight, taken during the big battle at Coney Island, yesterday, at breezy Mozart park. To say that the two audiences were pleased is putting it mildly.

In the afternoon the electric lighting was out of order, so that it was necessary to use a kerosene lamp, but even with this handicap the exhibition gave the best of satisfaction.

In the evening the light worked admirably and the crowd enjoyed the pictures immensely. Every move of the big fellows is shown and that the pictures are original, all who saw them can attest.

Mayor's band furnished the concert music during the day and the exhibition gave the very best of satisfaction.

QUAREYMEN'S QUARREL

Legsman Fatally Murdered, a one Legged Man, Can Hardly Escape.

GREENSBURG, Pa., July 30.—George McCune was murdered at Grays, Westmoreland county, this afternoon. He was shot in the head by a man named Saddler. The assassin escaped. As he has but one leg he will be at a disadvantage in getting away from the officers. Coroner L. B. Owens has been unable to get many of the details of the crime. The men are supposed to work in the blue rock quarries of Booth & Flinn. Mr. Owens was informed that the murder was the result of a quarrel, but he has been unable to confirm this report. He has notified the officers in that section of the country to be on the lookout for Saddler. He will go to the scene of the crime on the first train in the morning.

Word has been sent to Pittsburgh, Johnstown, Altoona and Blairsville to watch the trains for the men. It is doubtful if the murderer will try to escape by rail. He would have a much better opportunity of eluding the officers by going into the mountains. There are numerous caves in which the murderer would find a temporary hiding place.

Loaded With "Dumdums."

CHICAGO, July 30.—The Tribune says: Every guard on the penitentiary walls at Joliet is armed with a new Mauser rifle, and the rifles are loaded with "dumdum" bullets. This bullet is the one that was denounced in the peace conference at The Hague as a barbarous implement of warfare. It is the kind of bullet that was found to be so effective by the British soldiers in India, in their recent encounters with the rebels. It is the same sort of projectile that was the subject of discussion in the Irish war of independence last week, because it was furnished to the troops who were to be used against the Boers in the event of war in the Transvaal. This is said to be the first instance of its use in the United States.

Cabinet Officers Vacations.

WASHINGTON, D. C., July 30.—Secretary Long expects to leave the city to-morrow for a vacation of some weeks in New England. Assistant Secretary Allen, who returned to the city from his cruise along the Atlantic coast, will have charge of affairs during Secretary Long's absence. Secretary Hay will leave Washington to-morrow for a vacation in New England.

Murder and Suicide.

CHICAGO, July 30.—Jealousy and rage, the latter following a quarrel, led Giovanni Chellino, an Italian, to shoot his wife, Isabella and himself in their home, 132 Forquer street, to-day. Four shots were fired into the woman's head and she died ten minutes later. The husband then fired one shot into his own head. It is not thought he can recover.

500 Under-shirts and Drawers, worth \$10, 75c and \$1.00, in odd sizes, while they last, sale price 25c, at Will Gutman's, 13-15 Market street.

NOW THE STRUGGLE

For Republican Congressional Nomination Over the River

IS ON IN RIGHT GOOD EARNEST

And all the Candidates are Hustling Over the District at a Lively Rate. Weems, with the Sixty-one Votes of Belmont, is one of the Strongest Candidates—Meeting of Belmont Democrats Saturday.

The Sixteenth Ohio district Republican congressional convention now being called, has opened the way for all of the candidates and they are out hunting their friends. Monroe without a candidate, places that county in a very fair position to play with all the candidates and land with the winner, which seems to be the position that county wants to occupy.

Belmont county will be for Hon. C. L. Weems, and starting in with sixty-one votes makes him a very formidable candidate before the convention. The thirteen votes from Monroe and ten from Carroll would land him a winner, while the other counties stand by their respective candidates. But it is probable that General Hollingsworth, of Harrison, and Hon. J. J. Gill, of Jefferson, will figure some on help from the smaller counties, while a county like Carroll, with its twenty-two votes divided, will be looking for a place to land, and the delegates will all want to land with the winner. There will be hustling from now on.

The Democratic county convention of Belmont county will be held at St. Clairsville August 22d. The Democrats are exercised some over a plan of organization and Marion Huffman, of Bellair, sprung a voluminous plan on the committee which was referred to a sub-committee to consider. The trouble is not so much the local party as it is the control of the head. As long as people fear the head of the organization there can be no hope for the local, no matter how well they may be organized.

The central Republican committee of Martin's Ferry met on Saturday evening at the city building and appointed the following committees to look after and take charge of the coming congressional convention:

Reception committee—Judge J. C. Gray, George H. Smith, John Ceel, G. W. Tweedy, Wm. Jones, Judge John S. Cochran, J. T. Hanes, S. F. Dean, E. J. A. Drennen.

Finance committee—Theodore Keller, L. L. Scheible, Samuel Westwood, G. Sedgwick, A. T. Dinmore, J. C. Gray, Thomas Lloyd, Robert McNicholls, M. C. Mitchell, J. A. Moore, Isaac Ceel and Jaes Roberts.

Committee on music—R. A. Linda muth, Brock Brown, John H. Moore, Roger Jones.

Committee on hall—Dr. A. R. Ong, R. F. Brady, Stephen Hopkins, Charles Bailey, George H. Smith.

Committee on decorations—R. A. Lindamuth, Charles Erwin, Ed Woods, James Ralston, Brock Brown, Samuel Westwood.

Samoa's New Government.

SAN FRANCISCO, Cal., July 30.—The Call publishes the report of the tripartite commission sent to Samoa, making various recommendations regarding the new form of government decided upon by them as most suitable for the islanders. These resolutions are based upon the best features of the Berlin treaty and include the principal features of the proposed new treaty as amended and modified by the commissioners. The official report of the commissioners and the draft of the proposed amended treaty are said to be now on the way to the respective governments.

UPRIGHT PIANO MUST BE SOLD

Owing to a misunderstanding between husband and wife, a fine Cliford Upright Piano has been placed in our hands for immediate disposal. The piano is practically new and was built by Clifford Chickering, a man with a national reputation as an expert piano builder.

We are authorized to sell the piano for one-half of the original price. If you want or need a piano, here is a rare opportunity. F. W. BAUMER CO.

DIED.

TRAUTMAN—On Sunday, July 30, 1899, at 4:30 o'clock a. m., FREDDIE, infant son of Louis and Lizie Trautman, aged 3 months and 17 days.

Funeral services at residence of parents, No. 531 Market street, this (Monday) afternoon at 2 o'clock. Friends of the family respectfully invited to attend. Interment at Mt. Wood cemetery.

Undertaking.

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THE RIVER.

YESTERDAY'S DEPARTURES.

Pittsburgh to KEYSTONE STATE, noon. BOATS LEAVING TO-DAY. Marietta...URANIA, 8 a. m. Sistersville...RUTH, 9:30 p. m. Clarksburg...LEROY, 3:30 p. m. Parkersburg...ATHRYN, 11 a. m. Steubenville...T. M. BAYNE, 2:30 p. m.

BOATS LEAVING TO-MORROW. Marietta...URANIA, 8 a. m. Cincinnati...KEYSTONE STATE, 8 a. m. Parkersburg...ATHRYN, 11 a. m. Matamoros...JEWELL, 11 a. m. Sistersville...RUTH, 3:30 p. m. Clarksburg...LEROY, 3:30 p. m. Steubenville...T. M. BAYNE, 2:30 p. m.

Major Bixby's Report.

Major W. H. Bixby, the engineer officer in charge of the improvement of the Ohio river, has submitted his annual report to the chief of engineers. The river and harbor act of March 3, 1899, appropriated \$35,000 for a survey of the Ohio river from Marietta to the mouth of the Big Miami river, with a view of securing six-foot navigation by means of movable dams. The work in the field has begun. The work at the trap, eleven miles below Pittsburgh, during the year has been of great service to navigation.

In May, 1899, the driving of piles for the coffer dam of lock No. 3 partially closed the channel, compelling the coal fleets to depend upon the shallower water over the opposite bar. As a large amount of coal was then lying in Pittsburgh harbor awaiting shipment, with no prospect of such a rise as would give sufficient depth over this bar, the Pittsburgh coal exchange asked that a meeting be held to confer with the commission as to the best methods of relief.

Assistant Engineer Martin recommended that two cuts be made through the bar, estimated at \$300 cubic yards' excavation.

A large part of the funds appropriated by the act of March 3, 1899, for the general improvement of the Ohio river, together with an unexpected balance from a former appropriation, was especially set aside by the provisions of the act for dredging necessary at various points in the lower river, to be supplemented in part by dike construction in order to secure increased depth in the harbors or adjacent channels.

At Davis Island dam the river currents are gradually scouring away the river bed immediately below the dam. It is now ten years since the last repair of this bed. Additional protection is now needed at a cost of about \$10,000.

Major Bixby estimates that the cost of repairing the three dams and one dike between Pittsburgh and the No. 6 will be \$2,300, and the total for the 965 miles on the river, \$421,800. He says the full repair of all dams from Pittsburgh to Cairo is not immediately necessary, but funds should be provided for such work as soon as practicable. The amount expended in repair work during the year was \$57,718.

There were 2,979,494 tons of coal shipped from Pittsburgh on the Ohio river to Cincinnati and Louisville.

Along the Landing. The marks at 6 p. m. showed 5 feet and slowly falling. Weather, cloudy and warm.

The Kanawha is still out of the Pittsburgh-Charleston trade on account of her recent accident at Moundsville.

The only packet departure yesterday was the Keystone State for Pittsburgh at noon. The Urania got in in the morning from Marietta, and the Leroy got out her usual Sunday excursion to Sistersville and return.

So soon as the river reaches an extreme low stage, the engineer officers in charge of the river improvements will take the preliminary survey and soundings below Belinwood to determine the exact location of the Wheeling locks and dam. The contact for their construction will be let next spring.

River Telegraphs.

OIL CITY—River 10 inches and falling. Weather, clear and pleasant. WARREN—River 5 of a foot. Weather, clear and warm. GREENSBORO—River 6 feet 5 inches and stationary. Weather, fair and warm. Adam Jacobs down Monday; Woodward up.

MORGANTOWN—River 7 feet 6 inches and stationary. Weather, clear and warm. BROWNVILLE—River 5 feet 6 inches and rising. PITTSBURGH—River 3.1 feet and stationary. Clear and warm.

STEUENSVILLE—River 2 feet 7 inches and falling. Weather, clear and warm. Passed up—Keystone State.

OUR baby has been continually troubled with colic and cholera infantum since his birth, and all that we could do for him did not seem to give more than temporary relief, until we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy. Since giving that remedy he has not been troubled, and we want to give you this testimonial as an evidence of our gratitude, not that you need it to advertise your meritorious remedy.—G. M. Law, Keokuk, Iowa. For sale by druggists.

IRON ORE PRODUCTION. Of This Country for 1898—The Greatest Output Recorded. WASHINGTON, July 30.—The report of the geological survey on the production of iron ore for the year 1898 has been completed by Special Agent John Birkjupline. The year recorded for the maximum iron ore production for the United States, a total of 19,278,359 long tons. This was 1,760,322 long tons, or ten per cent. in excess of the previous maximum of 17,518,046 tons produced in 1897, and over one and a quarter millions above the record for Great Britain in 1880, when 18,028,049 long tons were mined. The area of the British nettle and carbonate area make up the remaining 6.7 per cent. The total output in long tons of all varieties by states was: Michigan, 7,346,846; Minnesota, 5,963,509; Alabama, 2,401,748; Pennsylvania, 775,082; Tennessee, 599,227; Virginia, 557,713; Wisconsin, 509,845; Colorado, 315,409; New Jersey, 275,488; New York, 173,951; Georgia and North Carolina, 160,053; Montana, Nevada, New Mexico, Utah and Wyoming, 55,969; Missouri, 50,000; Ohio, 43,888; Kentucky, 12,913; Connecticut and Massachusetts, 20,251; Texas, 9,703; Maryland, 5,941.

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