

Geo. E. Stifel & Co.

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"Six Ninety" Works Wonders.

What Is It?

It is the

Form Reducing Kabo Corset.

A Grand Achievement.



to reduce an over-abundant abdomen and not injure its possessor in the slightest.

FORM REDUCING KABO No. 690

DOES NOT WEAR FORM REDUCING CORSET.

does precisely that.... No Brass Eyelets... Price \$2.50

DOES WEAR FORM REDUCING STYLE 690.

Always in the lead, the

"KABO"

now offers the most practical, comfortable, popular priced Corset for stout ladies made. Peculiar in its make-up, it at once makes a favorable impression on all who see it.

Geo. E. Stifel & Co.

WANT A RECOUNT.

Two Pythian Lodges Protest Award of Prizes Made

BY GRAND LODGE COMMITTEE.

Awards on the Wheeling Lodges' Contests Made Last Night by the General Committee - Baltimore Lodge and Bernard Shanley Company, of the Uniform Rank, are the Winners-The Bills Being Paid.

The general committee of the Pythian lodges of Wheeling, which had in charge the arrangements for the recent grand lodge meeting and tri-state encampment, is not having the easiest road to travel in settling up the affair. At a meeting held last night at the office of the secretary, two protests against awards already announced by the committee were entered, and the committee decided that the payment of the prizes would be withheld, pending the production of sworn affidavits in support of the protests.

One of the protests comes from Mystic lodge, of Elm Grove, against the action of the committee in awarding to Wallburg lodge the prize to the lodge within the twenty-five mile limit having the largest percentage of its membership in the parade. The other protest comes from Glover's Gap lodge, against the committee's action in awarding the prize, for the lodge outside the twenty-five mile limit having the largest percentage in line, to the Cameron lodge. It is not likely that the protests will stand.

The committee also took up the local lodge and Uniform Rank contests and made the awards as follows: Subordinate lodges-Baltimore lodge, first, 67 per cent; Wheeling lodge, second, 55 per cent; Ohio Valley lodge, third, 55 per cent; Black Prince lodge, fourth, 50 per cent.

Uniform Rank companies-Shanley company, first, 89 per cent; Couer de Leon company, second, 86 per cent. The committee made some progress last night in auditing and paying bills. Some of the subscriptions to the fund have not yet been paid, and the committee hopes that all subscribers will liquidate, as all the money subscribed is needed.

Pickett Confessed. John Pickett, the boarding house thief, in Squire Fitzpatrick's court yesterday, pleaded guilty to the theft at Mrs. Lowery's boarding house. He was committed for the criminal court, being unable to furnish the bonds required on the three charges. At the jail he was forced to divest himself of a stolen suit of clothes, and his old clothes, which he pawned for 15 cents, were returned to him by the purchaser.

"Daughter of Jaerus." A brilliant event to occur at St. Matthew's P. E. church on Friday evening will be the staging of the sacred cantata, "Daughter of Jaerus," by the boys' choir of the church, assisted by Mrs. Flora Williams, Mr. Paris R. Myers and Mr. Joseph Eaton. There will be no invitations, and all desiring an enjoyable entertainment should take advantage of this rare opportunity.

Flatulence is cured by BEECHAM'S PILLS.

IT MAY BE A GO.

Ohio River Officials do not Deny the Story That the

PENNSYLVANIA IS TO BUY

The Cincinnati, Portsmouth & Virginia Road, Build a Connecting Link and Thus form a Low Grade Road from Pittsburgh to Cincinnati-A Movement to Abolish Passes. Freight Rates May be Advanced.

Additional color is lent to the rumor published in the Intelligencer yesterday that the Pennsylvania road is negotiating for the purchase of the Cincinnati, Portsmouth & Virginia, which runs from Cincinnati to Scottdale, in order to run through trains from Pittsburgh to Cincinnati, by way of the Ohio River from the fact that the president of the Pennsylvania yesterday made a trip over the Short Line road and is highly pleased with it. Ohio River officials at Parkersburg do not affirm the report and neither do they deny it. Everything indicates that the scheme will go through successfully. In that event it will become necessary to build thirty miles of road to connect the terminus of the Cincinnati, Portsmouth & Virginia at Scottdale with the terminus of the Ohio River at Kenova. The river is bridged at Kenova by the Norfolk & Western, and it is understood to be the intention to enter into an arrangement whereby the Ohio River is to use this bridge to connect the line.

Better Telegraph Service.

The constantly increasing business of the Baltimore & Ohio railroad has necessitated very material additions to the telegraph service. During the past year nearly 2,000 miles of copper wire, 166 pounds to the mile, have been strung. New lines have been placed in service between Baltimore and Pittsburgh, Baltimore and Parkersburg, Newark, O., to Chicago, Philadelphia and Newark, Philadelphia to Cumberland, and Cumberland to Grafton. During the summer several of these wires were quadruplexed between Baltimore and Cumberland and duplexed west. Like all new Baltimore & Ohio work, the lines are constructed in the best possible manner.

To Abolish Passes.

Railroad managers, generally speaking, are of the opinion that the time for the abolition of passes is at hand, and that action soon should be taken, says the Chicago Record. For a considerable time, especially since agitation on the subject became so pronounced, the bright lights have been trying to find a way. Nearly every passenger official is sure that the desired end can be attained, but the question is-How?

Within the last few days three or four of the leading local passenger officials have put their heads together in an endeavor to solve what seems in the minds of many to be one of the most difficult problems ever presented for solution in the railway world. They realize that the route to the goal is a long one, and while it is smooth most of the way, there are serious obstacles to be surmounted. "So long as there are politicians," as one man put it Saturday, "there will be free passes issued, either openly or otherwise."

The most difficult obstacle in the pathway to the abolition of passes, in the minds of many, is the securing of a unanimous agreement of the lines in the land to do away with the system. Some roads, it is said, quickly would vote for the abolition of passes if they were given absolute assurance that all other competitive lines would keep the agreement, and not take illegitimate advantage of the situation for the purpose of swelling their earnings or of reducing their operating expenses.

May Advance Rates.

No less an authority than James McCrea, first vice president of the Pennsylvania system, west, is quoted as saying at Indianapolis that a big problem confronted the railways of the country. By January 1 difficulty may be expected, unless there is a general advance in rates. By McCrea's statement Pennsylvania lines cannot stop increasing their equipment and renewing their tracks, bridges, etc., and these improvements the present year have been made with supplies purchased in 1892 for the year 1893, before prices advanced. The Pennsylvania bought its rails for this year's distribution at \$17 per ton, and now was obliged to pay \$23 per ton on a large purchase of 1800 distribution. Ties and bridge structural work and the cost of locomotives had increased 30 to 40 per cent, and that of cars in the same proportion, and how to meet these increased prices was the problem that railway managements had to meet. There is, he thinks no possible way to overcome these difficulties but to make a general advance in rates, and such a step should be taken, to begin with January 1. Mr. McCrea said the volume of business was highly satisfactory, and but for the advance in prices above noted the roads might, with economical management, maintain the standard of their lines and operate their roads satisfactorily to the patrons; but there was no chance for further economies. The only remedy lies in the advancing of rates generally.

An Interesting Case.

PITTSBURGH, Oct. 17.-A bill in equity has been filed in common pleas court No. 2 to determine the ownership of 130,200 shares of railroad stock, having a par value of \$50 a share. The action also affects the right of the new Baltimore & Ohio Railroad Company to retain its controlling interest in the Pittsburgh & Western Railway Company and its leased lines. It is charged that the Baltimore & Ohio officers have recently issued new route circulars to divert freight from the Pittsburgh & Western line, and that it is the ultimate purpose of the Baltimore & Ohio officers to cause a foreclosure of the Pittsburgh & Western Railway Company's indebtedness, amounting to \$12,500,000 and sacrifice its lines. A petition has been filed asking that the case be certified to the United States circuit court.

Passenger Men Here.

Among visiting passenger men in the city yesterday were Colonel Fred Sankey, traveling passenger agent of the Pan Handle; Colonel William M. Shaw, of Cincinnati, district passenger agent of the Burlington Route, and "Mr." Sidney Van Dusen, of Pittsburgh, traveling passenger agent of the Frisco line. All of the officials of the railroads this morning unusually heavy. Colonel Shaw opines that John R. McLean has a good chance to win in Ohio this fall. "He has more money than the other fellows," said the colonel, "and that counts in politics, you know."

FAULT OF THE HORSE.

A Freight Wreck on the Baltimore & Ohio at Triadelphia Last Night that Held up Passenger Traffic Several Hours.

Last night, between 8 and 9 o'clock, a freight train on the Baltimore & Ohio's Wheeling division, was derailed at Triadelphia, seven miles east of the city, and as a result passenger and freight traffic on the division was held up for several hours. A horse was struck by the engine of a west bound freight, a short distance from the station, and as a result the engine was derailed, but fortunately the cars remained on the track, and by applying the air brakes the train was soon brought to a stop without much damage being done. None of the trainmen were injured. A wrecking train was sent out from Wheeling, but at midnight the track was still blocked. Two passenger trains from Pittsburgh for Wheeling were held up east of the wreck.

PERSONAL NOTES.

Going and Coming of Wheeling People and Visitors.

J. P. Frazier, of St. Clairsville, is at the Windsor.

J. F. Partridge, of Parkersburg, and L. K. Crump, of Kenova, are guests at the Windsor.

Dr. and Mrs. John C. Hupp are visiting Mr. and Mrs. William M. Horn, near Taylorstown, for a few days.

Dr. John G. Walden and wife, of the South Side, have returned from a three week visit at Buffalo and other points in the east.

Mrs. Jane Williams, of the South Side, has returned home after a visit of several months to her daughter, Mrs. John Fink, of Timm, O.

D. H. Shipton, of Clayville; W. F. Borchers, of Little Washington, and J. S. Lewis, of Waynesburg, were among yesterday's arrivals at the Stamp.

Mr. George A. Dunnington, of the Intelligencer, is confined to his home on North Main street by an illness which his friends hope may not prove serious.

Mrs. L. Colmar, Jr., Misses Gertrude, Elsa, Olga and Willie Colmar, of Wheeling, and Miss Mary Ziegler, of Echo Point, have returned from a visit to relatives in Cleveland, O.

S. S. Milligan and wife, of Long Point; Jacob Koonis, of New Martinsville; James A. Plymale, of Gallipolis; J. C. Sullivan, of Grafton, and John E. Fink, of New Martinsville, are at the Howell.

Among postoffice employes who are now away on the annual vacation on which the government "pays the freight," are Clerks Charles F. Schultze and Maggie A. O'Kane, and Carriers William Graham and G. A. Tappan.

J. Carl Vance, of Clarksburg; Miss A. K. Harness, of Waverly; Homer Smith and F. D. Tippet, of Pt. Pleasant; L. J. Fristoe, of Bluefield; F. E. Waterman and wife, of Parkersburg; S. E. McWhorter, of Charleston, are West Virginians at the McClure.

Yesterday afternoon a party of Wheeling Masons went to West Liberty to co-operate with the West Liberty lodge last night in exemplifying work in the second and third degrees. The party, which went out in carriages, included the following: James C. Mansberger, J. W. Ewing, J. W. White, Rabbi Harry Levy, Thomas G. Jenkins, J. A. Monroe, L. B. Morgan, D. L. Dinger, A. W. Paull, F. C. Cox, J. B. Willis, Charles Hoffman, C. L. Hill, O. G. Beans, George M. Ford, John W. Herbert, Joseph Hall and William H. Exley, Jr.

BEECHAM'S PILLS-No equal for Constipation.

CLOAKS and Furs remodeled and re-dyed. MISS A. BORG, 1133 Main Street.

Matters Are Getting Very Interesting

In foreign lands are intensely interesting right here at home, just at the present time. Let us tell you of some of the important happenings: THE PASSWORD to this line of meritorious

Fall Suits and Overcoats.....

is "SATISFACTION," and every garment is doing duty on the fitting line, successfully, withstanding all advances of "Comparison and Criticism." They have driven Competition to its cover by their splendid appearance and serviceable characteristics. Each one a leader in the ranks of Fashion. Prices range from \$ to 25 dollars, with plenty of stopping places between.

KRAUS BROS.,

WHEELING'S FOREMOST CLOTHIERS,

Strictly One Price.

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D. Sundling & Co.

Talking About Business Suits.

YOUR BUSINESS SUIT-the suit you live and move and have your being six days in the week, and lay aside on the seventh for your Sunday Suit-need not be high priced to be good; need not be expensive to be genteel; need not cost over \$12 or \$15 or \$18 to give you lots of good service and wear-if you will buy it here. Our BUSINESS-SUIT TRADE is splendid in Suits above \$10.00, but we have sold twice as many Suits below \$20.00 this season as we ever sold before-not because we make a specialty of this kind of Suits by any means, but simply because we show a bigger line and better values than others do. Our BUSINESS SUITS are made right and must fit our way-that's the right way.

D. GUNDLING & CO.,

STAR CLOTHIERS AND FURNISHERS.

34 and 36 Twelfth Street.

The People Responded

a little beyond our expectations---we knew there'd be a rush, to be sure. Long before 8 o'clock Monday morning our Carpet room was crowded---and how the people did buy those Misfit Carpets at.....

Half Price.

There are still some left---not too many---one for YOU if you come bright and early.....

Chisese Morning.



There are still some left---not too many---one for YOU if you come bright and early.....

We have received a telegram from the manufacturers that the balance of their Misfit Carpets had been shipped. They will be here on Thursday morning. If you delay till Friday you'll be surely disappointed. Come! Come! Come! Half prices are worth coming for in a hurry. Come before they're all gone and the lights are out.

House & Herrmann.