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referred to the Committee on Taxation and on September 20th that Committee, through Mr. Alderman, Chairman, reported on the financial condition of the city which called public attention to the situation and resulted in a more careful and economical management of city finances.

ANNEXATION OF HARMAR.

The question of extending the corporation line so as to include Harmar, Fultonburg and adjacent territory was taken up September 20, 1887, and referred to a committee consisting of Col. T. W. Moore, S. M. McMillin and F. F. Oldham. It was claimed with truth that a great deal belonged to Marietta that was not included in the city limits. The people were enjoying all the benefits of the city without paying any city taxes or adding their increment of numbers to the population. The above Committee, at the next meeting, was increased by adding W. M. Morse, S. B. Kirby, Murray McMillin, Robert T. Moore and E. R. Alderman.

Even at this early date in the history of the Board the Railroad Committee had secured more favorable time tables for the city and soon began on the freight rates.

On March 26th, 1888, the Board took action towards securing permanent quarters on Front street, as up to this time no suitable place of meeting had been secured. Committee J. H. Grafton, S. M. McMillin and E. M. Booth.

Action was taken at the same meeting to form a stock company to erect a hotel in the burnt district, a disastrous fire having cleaned a space from and including the bookstore of Mr. Alderman to Turner's store on the west side of Front street between Butler and Monroe streets, and the lack of first-class hotel accommodations had long been felt. The following Committee was appointed to secure an option on the land and report as to the advisability of forming a stock company to undertake the enterprise: S. R. Van Metre, A. D. Alderman and Murray McMillin.

WATER WORKS.

It was feared that so vital a question to the progress and welfare of the city as water works would be lost sight of by the citizens and that for want of full information on the subject the proposition might fail. Accordingly, at the same meeting a committee was appointed to influence public sentiment on this all important subject. The following committee was appointed: J. H. Grafton, W. W. Mills, R. T. Moore, W. F. Robertson and E. F. Wells.

At the next meeting, April 3rd, 1888, the committee on new hotel reported that they had secured an option on 18 by 150 feet of the "burnt district" and that the people generally were in favor of erecting a first class hotel. The following gentlemen were thereupon added to the committee: The Committee on Local Mercantile Interests and W. H. Buell and E. F. Wells.

At the same meeting, rooms for the Board of Trade were leased of Mr. E. R. Alderman, who was then reconstructing the building on Front street which had been destroyed by fire.

At the meeting April 9th, 1888, the Hotel Committee reported that a hotel with two store fronts and fifty rooms could be built for \$25,000, including the cost of ground. A committee of three was appointed to secure subscriptions to stock and to secure Articles of Incorporation for the hotel company under the laws of West Virginia. Committee, A. D. Alderman, F. S. Turner and W. A. Sniffen. The movement, however, was soon abandoned.

The question of a proper observance of the One Hundredth Anniversary of the settlement of Ohio and of the establishment of Civil Government under the ordinance of 1787 in the Northwest Territory, had for a long time agitated the community, and, as is usual in cases involving the whole community, there was great difference of opinion as to the manner and time of such centennial celebration. The Board of Trade did not take sides with either faction of the community, but on May 15, 1888, the Board voted that the Committee on Local Mercantile Interests prepare a trade display for the celebration in July, 1888.

The trades display as well as the Centennial Celebration was a great success.

BONDS ISSUED FOR NEW INDUSTRIES.

In common with many other cities in Ohio Marietta in her anxiety to secure new industries was willing to issue bonds to raise money for bonuses to prospective manufacturers. Accordingly the Board of Trade in the year 1891 appointed a committee to secure legislation for that purpose. Thereupon such influences were brought to bear on the State Legislature that an Act was passed authorizing the City of Marietta to issue bonds in the sum of \$50,000.00 for the purpose of inducing new industries to locate here.

However, the interests of the city were so well guarded during the life of the law, which was limited as to time, that not a bond was sold or a dollar of the city's money expended. The Committee in charge laid down plain and fair business conditions, which none of the concerns applying for the money could or would comply with, saved for the

NEW OIL DEVELOPMENTS.

In the year 1890 the Board of Trade being familiar with the history of the Cow Run oil developments as well as with all other oil and gas territory in the region round about Marietta, which had been discovered since the early sixties, and believing that large areas were still undeveloped around the city, in order to call attention to this fact, a map was prepared showing by circles, with Marietta as the center, the distances of all known oil and gas territory within a radius of fifty miles from the city. This map was widely circulated having been printed on the backs of letter paper and distributed among the merchants and other business men who used the same in their correspondence.

This map with accompanying printed matter served to call attention to this city and the surrounding territory as an oil region and helped to induce the oil operators to put down test wells in our immediate neighborhood, resulting in many rich oil strikes and in the flocking to Marietta of many new and valuable citizens who have during the past eight or nine years contributed largely to the growth and prosperity of Marietta.

It is not necessary to go into the details of every movement for the advancement of the city's interests. The accomplished facts are as follows:

The annexation of Harmar, Fultonburg, and East End territory in the year 1890. The city water works in the same year, 1890. Street paving with brick in the year 1890. Reduction of taxation by State Board of Equalization 1890. Sanitary system of sewerage 1891. Naming of United States Man of War for Marietta resulting in naming gunboat "Marietta" 1895. Securing Marietta Boiler Works in 1896. Securing an appropriation from Congress of \$850,000.00 to build a lock and dam in the Ohio River just below Marietta, 1899. Successful campaign for new court house 1898. \$10,000.00 for Lobdell Rim Works 1898. Reduction of valuation for taxation by State Board of Equalization 1901.

CAMPAIGN FOR NEW COURT HOUSE.

On May 1, 1896, the Board adopted resolutions inaugurating a movement for a new court-house for Washington county and on July 21, 1898, at an adjourned meeting the following committee was appointed: W. D. Devol, D. B. Torpy, Col. T. W. Moore, E. R. Alderman, J. H. Grafton, B. F. Strecker, A. D. Follett, B. J. McKinney, C. A. Miller and C. A. Ludey.

On September 15, 1898 after fully investigating the cost of court houses in other counties, and considering carefully the amount of money necessary to build a court house in Washington county the following resolution was adopted:

"Resolved, That the Board of Trade of the City of Marietta, hereby request the Commissioners of Washington County to submit to the voters of said county at the election to be held in November, 1898, the question of issuing the bonds of said County to the amount of \$125,000.00 for the purpose of constructing a court house and jail for said County."

This was presented to the County Commissioners by the Committee and arguments advanced in support of the proposition, which meeting with the approval of that body was duly submitted to a vote. The Board of Trade Committee thereupon began a campaign for the success of the movement and held numerous public meetings in different parts of the county and through the Press Committee of the Board of Trade kept the newspapers supplied with articles on the subject. The campaign was successful. The vote carried by a small margin and notwithstanding there was an injunction suit brought to prevent the bonds being issued and other troubles all was finally cleared away and now we have here the foundations of a new court house duly laid, and while the Board of Trade and the County Commissioners have had a little tussle about the inscriptions on the corner stone we want to congratulate them on the good judgment they have displayed in their determination to give the people of the county a fine building magnificent in its proportions and appointments and up-to-date in every respect, a splendid Temple of Justice which will not only be a monument to the enterprise of the Marietta Board of Trade but to the good sense and progress of the County Commissioners and Tax-Payers of Washington County.

Brings peace, comfort, mental and physical happiness to the whole family, if taken this month. Nothing half so good as Rocky Mountain Tea. 35c. Ask your druggist.

Gold is Missing.

By Associated Press.

Cherbourg, France, April 10.—On the arrival here yesterday of the steamer Kaiser Wilhelm Der Grosse, from New York, on April 2d, it was announced that three gold bars, worth £4000 each, were stolen during the voyage. All the baggage landed here was examined but the gold was not discovered.

How Are Your Kidneys?

Dr. Hobb's Kidney Pills cure all kidney ailments. 25c. 2-34 West Main Street, Chicago or N. Y.

NEW FURNITURE STORE

The U. C. Furniture Store is now open for business, and stocked with a full line of furniture, lace curtains, rugs, matting, lincolns and ladies' tailor MADE SUITS of the very latest styles. Prices low. Payments easy.

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Ward-Nichols Block, Second Street.

Marietta Division. Pennsylvania Lines.
Trains Run by Central Standard Time.

	612 620 616		
	AM	AM	PM
Northward.			
Marietta	6:30	6:55	12:15
Caywood	6:48	7:13	12:33
Stanleyville	6:52	7:20	12:37
Whipple	7:01	7:30	12:46
Warner	7:13	7:43	12:58
Elba	7:23	7:53	1:08
Macksville	7:30	8:00	1:15
Dexter City	7:35	8:05	1:20
South Olive	7:39	8:09	1:24
Dudley	7:44	8:14	1:29
Caldwell	7:52	8:22	1:37
Boile Valley	8:05	8:35	1:50
Greenwood	8:15	8:45	1:59
Pleasant City	8:26	8:56	2:10
Derwent	8:31	9:01	2:15
Cambridge	8:37	9:07	2:21
Trer	8:45	9:15	2:29
Clintonville	8:54	9:24	2:38
Bird's Run	9:04	9:34	2:48
Guernsey	9:14	9:44	2:58
Post Boy	9:24	9:54	3:08
Newcomerstown	9:34	10:04	3:18
Wolf	9:44	10:14	3:28
Stone Creek	9:54	10:24	3:38
Avon	10:04	10:34	3:48
Canal Dover	10:14	10:44	3:58
Valley Junction ar.	11:05	5:00	

	611 620 617		
	AM	AM	PM
Southward.			
Valley Junction Lv.	5:30	15:15	7:05
Canal Dover	5:50	15:35	7:25
Yorktown	6:02	15:47	7:37
Stone Creek	6:10	15:55	7:45
Guernsey	6:22	16:07	7:57
Newcomerstown	6:33	16:20	8:08
Post Boy	6:43	16:30	8:18
Wolf	6:53	16:40	8:28
Bird's Run	7:03	16:50	8:38
Clintonville	7:13	17:00	8:48
Cambridge	7:23	17:10	8:58
Trer	7:33	17:20	9:08
Derwent	7:43	17:30	9:18
Pleasant City	7:53	17:40	9:28
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Dexter City	8:33	18:20	10:08
South Olive	8:43	18:30	10:18
Dudley	8:53	18:40	10:28
Caldwell	9:03	18:50	10:38
Warner	9:13	19:00	10:48
Whipple	9:23	19:10	10:58
Stanleyville	9:33	19:20	11:08
Caywood	9:43	19:30	11:18
Marietta	10:05	5:00	

Dark Face figure, P. M. time. Light Face, A. M. time.

Connections leave Newcomerstown via Pittsburgh Division.—For Pittsburgh and the East, 4:43 am, 11:31 am, 2:17 pm. For Cleveland, Canton and Port Wayne Route points, Chicago, Pittsburgh and intermediate points, 4:20 am and 12:50 pm.

Connections leave Canal Dover via Cleveland & Pittsburgh Division.—For Cleveland, Canton and Port Wayne Route points, Chicago, Pittsburgh and intermediate points, 4:20 am and 12:50 pm.

*Daily. †Except Sunday. (Flag stop.)

L. F. LOREE, E. A. FORD,
General Manager, General Passenger Agent

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Eastern Standard Time.	Leave.	Arrive.
Buffalo, Rochester, Pungny, DuBois and Bradford Ex.	* 9:00 am	* 6:45 pm
Warner and DuBois Ac-com.	† 4:00 pm	† 11:00 am
Buffalo and Rochester Ex.	* 10:00 pm	* 7:30 am

*Daily. †Week Days.
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B. & O. S-W. R. R.
Time Table Nov. 25.
Trains Arrive at and Depart from Union Station.

ARRIVE	WESTWARD.	DEPART
* 3:11 a. m.	Athens, Chillicothe, Cincinnati, Louisville, St. Louis and all points West, South and West.	* 11:40 p. m.
* 12:55 p. m.	Belpre, Athens, Chillicothe and way stations.	* 5:00 p. m.
* 3:19 p. m.	Belpre, Athens, Chillicothe, Cincinnati and Sunday Louisville, St. Louis and all points west and south.	* 10:50 a. m.
* 12:55 p. m.	Belpre, Parkersburg, Chillicothe, Cincinnati and way stations.	* 1:05 p. m.
* 7:03 p. m.	Belpre, Parkersburg, Chillicothe, Cincinnati, Louisville, St. Louis, Chicago and all points west, south and southwest.	* 7:25 p. m.
* 8:20 a. m.	Parkersburg and Belpre Local EASTWARD.	
* 7:15 p. m.	Belpre, Parkersburg, Salem, Corn walls, Clarksville, Grafton, and all way stations.	* 5:00 a. m.
* 12:55 p. m.	Belpre, Parkersburg, Grafton, Washington, Baltimore, Philadelphia and New York.	* 1:05 p. m.
* 3:11 a. m.	Parkersburg, Wash- ington, Baltimore, Philadelphia and New York.	* 5:10 p. m.
* 10:15 p. m.	Parkersburg, Wash- ington, Baltimore, Philadelphia and New York.	* 11:40 p. m.

All trains of Marietta District run to Parkersburg.

For through tickets to all points in the United States, Canada and Mexico, with detailed information as to rates, routes, sleeping car accommodations etc., please call on our address:

G. M. PAYNE, Ticket Agent, Marietta, O.
A. H. STUBBS, Passenger Agt., Marietta, O.
O. P. McCARTY, Gen'l Passenger Agent, Cincinnati, O.

Columbus & Toledo Short Line.
MARIETTA, COLUMBUS & CLEVELAND RAILROAD.

Formerly the T. & O. C. Ex.
Time Table in Effect May 20, 1900.

FROM MARIETTA.

Stations.	No. 3.	No. 5.
Lv. Marietta	7:50 a. m.	2:25 p. m.
Vincent	8:33 a. m.	3:00 p. m.
Cutler	8:51 a. m.	3:19 p. m.
Utley	9:15 a. m.	3:43 p. m.
Sharpsburg	9:42 a. m.	3:49 p. m.
Amesville	9:47 a. m.	3:54 p. m.
Ar. Palos	10:20 a. m.	4:25 p. m.
Athens	10:53 a. m.	4:58 p. m.
Corning	11:51 a. m.	4:40 p. m.
Lancaster	3:52 p. m.	7:40 p. m.
Columbus	2:30 p. m.	7:20 p. m.
Findlay	5:00 p. m.	9:52 p. m.
Springfield	5:34 p. m.	10:26 p. m.
Dayton	6:20 p. m.	11:14 p. m.
Toledo	6:33 p. m.	11:27 p. m.
Detroit	8:45 p. m.	8:05 p. m.
Cleveland	9:25 p. m.	1:50 p. m.
Chicago	9:25 p. m.	7:15 p. m.
Middleport	12:40 p. m.	...
Charleston	4:30 p. m.	...
Richmond	8:30 a. m.	...

TO MARIETTA

Stations.	No. 4.	No. 6.
Lv. Detroit	9:25 p. m.	11:40 a. m.
Toledo	11:40 p. m.	1:14 a. m.
Lancaster	7:33 p. m.	10:10 a. m.
Findlay	1:18 a. m.	8:40 a. m.
Columbus	7:50 a. m.	12:01 p. m.
Charleston	11:40 a. m.	1:40 p. m.
Middleport	2:20 p. m.	4:20 p. m.
Athens	3:53 p. m.	5:53 p. m.
Palos	10:38 a. m.	4:45 p. m.
Amesville	11:08 a. m.	5:15 p. m.
Sharpsburg	11:13 a. m.	5:44 p. m.
Utley	11:19 a. m.	5:50 p. m.
Cutler	11:43 a. m.	6:14 p. m.
Vincent	12:02 p. m.	6:33 p. m.
Ar. Marietta	12:40 p. m.	7:15 p. m.

For further information call on or address G. M. Payne, Ticket Agent, Union Depot.
L. W. JAMES, General Passenger Agent.

Ohio River Railroad.

Time Table Effective Nov. 25th, 1900. (Eastern Time)

GOING NORTH.

Leave Williamstown—
d7:47 a. m. to Wheeling
*10:36 a. m. to New Martinsville
d12:45 p. m. to Pittsburgh and East
d3:51 p. m. Wheeling and int. points
*5:19 p. m. Ohio Valley Express Pittsburg and East.

*6:12 p. m. Sistersville and int. points
*9:07 p. m. New Martinsville and int. points.

GOING SOUTH.

*8:56 a. m. to Parkersburg
d11:17 a. m. to Parkersburg
*12:03 p. m. Ohio Valley Express to Huntington and Cincinnati.
d2:35 p. m. to Kenova
*4:45 p. m. to Pt. Pleasant
d7:06 p. m. to Parkersburg
*9:54 p. m. to Parkersburg

D daily. * daily except Sunday.
L. E. CHALENOR,
Gen. Pass. Agent.

O. & L. K. R. R.

TIME CARD IN EFFECT DEC. 2nd, 1895

GOING NORTH	No. 70.	No. 72.
Lv. Marietta	9:30 a. m.	2:49 p. m.
Lowell	8:27 a. m.	3:18 p. m.
Waterford	7:15 a. m.	3:58 p. m.
Stockport	7:45 a. m.	4:10 p. m.
Malta	8:08 a. m.	4:30 p. m.
Zanesville	9:11 a. m.	5:40 p. m.
Ar. Columbus	11:52 a. m.	7:50 p. m.
Ar. Chicago	2:00 p. m.	7:50 p. m.
Ar. St. Paul	11:55 a. m.	9:25 p. m.

GOING SOUTH.

All Trains Daily except Sunday. Nos. 70 and 72 make close connections Zanesville with the B. & O. and Pan-Han- train for Columbus, Chicago and the West. J. ROPEBUSH, General Manager. C. C. HARRISON, General Passenger Agent.

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Is now installed in its new plant at Norwood, Marietta, Ohio, where it is prepared to turn out wagons of all descriptions, more especially oil country, road and heavy wagons. We also make the finest buck wagon in the market. Also farmers' express wagons. We will be pleased to show any person wishing to purchase, our work in all stages of manufacture. All persons are invited to inspect our plant and work.

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