Baking Powder.

ROYAL

FULL WEIGHT ROYAL POWDER ABSOLUTELY PURE

ROYAL BAKING POWDER

BAKING

POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powders. *Sold only in cans.* ROYAL BAKING POWDER CO., 106 Wall street, New York.

Dry Goods.

1887.–GRAND–1887.

Closing Sale

OF

CLOAKS!

Blankets, Comforts, Underwear, Hosiery, Nubias, Scarfs, and Hoods. All Must Go.

Prices Down to Where You Want Them.

Now is the time for BARGAINS. Everything reduced whatever you wish to purchase during our Clearance Sale, to make room for a NEW AND HANDSOME LINE OF CARPETS, which we will receive in a very short time.

DON'T FAIL TO CALL.

L. S. GOOD & CO.,

No. 1131 Main Street,

The Best, Cheapest and Most Reliable Dry Goods House in the city. jy1

DON'T MISS THE FUN

The Great Toboggan Slide Has Come.

PRICES IN

Muffs & Fur Trimmings

SLIDE WAY DOWN BELOW COST.

Having just received by express an immense stock of Muffs and Fur Trimmings, we beg to inform the public that for the next few days we shall sell at your own prices the above named articles, combined with our large stock of

CLOAKS AND DRESS GOODS,

And all kinds of Domestic Dry Goods, which must be sold to make room for new goods.

HENRY JACOBS & CO,

1154 Main Street,

WHEELING, W. VA.

N. B.—Come one, come all and be convinced of this great fact.

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Wheeling Register.

YESTERDAY IN THE CITY.

Index to New Advertisements.

FIFTH PAGE.

Cloaks Cheap—J. S. Rhodes & Co.
Grand Opera House—Walter S. Baldwin.
Stockholders' Meeting—Franklin Insurance Company.
Patents—Thos. P. Simpson.
Opera House—Skipped by the Light of the Moon.
For Rent—Dwelling.
Baker's Magic Relief—F. H. Lange & Co.
Natural Gas Fitting a Specialty—A. J. Sweeney & Son.
For Sale—Mules.
Opera House—A Tin Soldier.

SIXTH PAGE.

Masonic Funeral Notice.
Wheeling Mining and Manufacturing Company.
Dissolution Notice—Kasley & Brooks.

A. L. RICE & CO.

We offer Willow Ware for this week only at and below cost. We do so to make room for our New Embroideries and Torchon Laces that will be in next week. A. L. RICE & CO.

Parties desiring their residences fitted for using Natural Gas can have the work done at once by calling at 1520 Market street. All work carefully done. Special attention to plumbing and general work.

T. A. LITTLE.
JAMES M. DILLON,
Manager.

Cheap Excursion Tickets to the South.

Cheap excursion tickets to the South now on sale by the Pan Handle route. For tickets and further particulars, call on or address J. G. Tomlinson, Passenger Agent Pan Handle Route, Wheeling, W. Va.

JOS. HASENAUER is selling the best and cheapest shoes in the city, at 1048 Main St.

CHEESE received to-day: Imported Swiss, Neufchatel, Brie and Muenster Cheese, at Levi Bros.', McMechen's old stand.

MCMECHEN'S Stuffed Mangoes, either in jars or loose, at Levi Bros., McMechen's old stand.

SARATOGA CHIPS at Levi Bros.', McMechen's old stand.

TRY McMechen's Whole Tomatoes—you can slice them—at Levi Bros.', McMechen's old stand.

GO TO Jos. Hasenauer for your Children's shoes; they are only 50c; Ladies' and Misses', 65c; Infants', 25c; Men's Calf, $1.25, at 1048 Main street.

MCMECHEN'S Mince Meat and Plum Pudding at Levi Bros., McMechen's old stand.

L.S.GOOD&Co sell dry goods the cheapest.

THE PRIMARIES.

The Democrats Select Timber to Elect as Councilmen.

DELEGATES TO THE CONVENTION

On Monday, Also Elected—A Great Deal of Interest

MANIFESTED IN THE RESULT

A great deal of interest was manifested in yesterday's Democratic primaries, and the crowds around the polls were quite large all day. In several wards the vote was not as heavy as it might have been, but in others it was pretty well brought out. The result in the various wards is as follows:

FIRST WARD.

First Branch Council—A. A. Caldwell 220.

Second Branch Council—A. C. Harrell 199, Chas. Klein 149, John M. Stewart 77, Chas. H. Miller 191, A. J. Sweeney 61, Samuel Kuglen 132, John P. Foose 37, Chas. Cunningham 86. This nominates Messrs. Harrel, Kline and Miller.

Delegates to Convention—Wm. Kenney 125, Charles Ebbert 117, James McDonald 141.

SECOND WARD.

For First Branch Council—S. Horkheimer 98, Walter H. Rinehart 88.

Second Branch Council—T. W. Simpson 83, J. B. Crawford 135, Henry Weisgerber 97, Joseph Emsheimer 36, A. G. Hadlich 35, August Matthews 52, Patrick Kennedy 25. Messrs. Simpson, Crawford and Weisgerber nominated.

For Delegates to Convention—M. L. Wright 86, T. P. Shallcross, Sr. 97, Jos. Emsheimer 51, P. E. Zinn 45, David Schambra 44, August Matthews 74, John A. White 71, A. Capps 62. Messrs. Wright, Shallcross and Matthews are elected.

THIRD WARD.

For First Branch Council—W. E. Waddell 90.

For Second Branch Council—M. Emsheimer 60, Thomas O'Brien 57, W. V. Hoge 19, John Young 10, J. H. Downs, Jr., 21, P. Scally 16, L. F. Stifel 41, Alex. Updegraff 13, C. P. Brown 33. Messrs. Emsheimer, O'Brien and Stifel are nominated.

Through a misunderstanding this ward elected its Delegates to the Convention at the suggestion meeting.

FOURTH WARD.

For First Branch Council—Frederick Happy 298.

For Second Branch of Council—Frank Smith 89, James Gray 43, Alex. Young 137, Robert Pekari 63, Frank Healy 116, John W. Boring 98, Joseph Yahn 73, Edward Robertson 157, Peter Erb 22, Samuel Jacquay 63, Reinhart Greininger 30, Jacob Doer 12. Messrs Young, Healy and Robertson are nominated.

For Delegates to Convention—Frank Healy 144, Charles O'Brien 161, Robert Riddle 136, P. F. Farrell, 132, Robert Ellingham 102, P. Z. Noble 48, C. W. Krieter 54, Charles Smith 131.

Messrs. Healy, O'Brien and Riddle are elected.

FIFTH WARD.

For First Branch Council—Louis Delbrugge 144.

For Second Branch Council—C. L. Davis 64, John Voeckler, Jr., 109, Frank Auber 81.

For Delegates to Convention—Andrew Stoetzer 128, James Filan 103, Mark Mulkearn 99.

Total vote polled, 150.

SIXTH WARD.

For First Branch Council—G. W. Rumble 129, T. W. Weitzel 57, Wm. M. Handlan 132, Patrick O'Neal 48. Mr. Handlan is nominated.

For Second Branch Council.—John Pracht 194, Hugh J. White 290, Frank Gruse 314, Ed Steger 213, John Weisgerber 101, John Kemple 58, Gregory Warner 143. Wm. Manion 32, Patrick Wier 106, Wm. Carney 41, Hugh Dawson 75, John Scott 90, George Weisgerber 106, John Lanahan 69. Messrs. Pracht, White, Gruse, Steger and Warner are nominated.

Delegates to the convention.—James Killeen 292, James Ragan 183. Patrick Gavin 200. Total vote polled 369.

SEVENTH WARD.

For First Branch Council—George Lemmons 71.

For Second Branch of Council—Charles H. Copp 68, John Emmart 53, Joseph Shaffer 23, F. P. McNell 54, Simon Keim 18. Messrs. Copp, Emmart and McNell are nominated.

For Delegates to Convention—Charles Lukens 34, Andrew White 33, B. F. McMechen 13, Grafton Beall 18, J. E. Hughes 47, Chas. H. Copp 51, M. T. Frame 7, L. Q. Smith 11. Messrs. Lukens, Hughes and Copp are elected. Total vote 78.

EIGHTH WARD.

For First Branch Council—Chris. Viewig, Jr., 81, William Wolvington 28.

For Second Branch Council—Louis Hoelche 95, Joseph Hydinger 83, William Lohman 32, Charles Rhorig 94, R. V. Arkle 93, Smith Butler 24, Herman Bentz 25. Messrs. Hoelche, Rohrig and Arkle are nominated.

For Delegates to the Convention—Wm. Russell, 42; Wm. Boles, 18; Chas. Bingell, 28; Frank Heller, 56; Henry Schrome, 25; Herman Bentz, 24; Patrick Manion, 54; Mike Owens, 47; John Collins, 7. Messrs. Russell, Heller and Manion are elected.

Members City Executive Committee—Herman Bentz, 86; John McElroy, 24. Total vote, 117.

POINTS ON PEOPLE.

Movements of Citizens and the Coming and Going of Strangers.

Mrs. Dickey's condition was somewhat improved yesterday, and she is slowly but surely becoming better.

A. H. Kraeling, a successful young druggist, of Allegheny, Pa., is the guest of Will Goetze for a few days.

J. J. Foster and son, of South Main street, returned home from an extended visit to Chicago last Tuesday.

Henry Lowedag, of the South Side, paid a pleasant visit to his brother, Aug Lowedag, of Steubenville, O., last week.

Mr. Aaron Block, of Block Bros., leaves to-morrow for an extended trip through Cuba. While there he will make his headquarters at Havana.

Superintendent of Schools, Anderson, left last evening for Cooperstown, Pa., being called there by the death of his brother-in-law, James B. Brown.

Miss Lena Easterday, a fascinating young Wellsburg lady, who has been spending the holidays with Miss Annie Foster of the South Side, returned home yesterday.

Misses Sophia Bachman and Lizzie Morningstar, two well known young ladies from Marietta, O., are the guests of Miss Mollie Zimmer, of South Chapline street.

Mrs. N. C. Ganster, of Baltimore, died on last Wednesday. Deceased was well known in Wheeling. She was a daughter of the late Jesse Bullard and sister of Mrs. Hiram Jones, of Bellaire.

Mr. Ed. H. Feltus has resigned his position with the Atlantic Tea Co.'s South Side store, to accept a more lucrative position with Wm. T. Tiers & Co., of Philadelphia, as traveling salesmen.

The many friends of Mrs. James Brown, *nee* Miss Jane Anderson, formerly Grammar school teacher of Union school, will be pained to learn of the death of her husband, which occurred at Oil City, Pa., on Thursday. Mrs. Brown was only married about a year and is a sister of Prof. Anderson, Superintendent of Schools.

MR. JOS. HASENAUER is still selling Boots and Shoes at appraised prices, to make room for new stock, at 1048 Main street, J. F. Knox's old stand.

ROLLED OATS for breakfast; cooks in ten minutes, at Levi Bros., McMechen's old stand.

MCMECHEN'S extra early June Peas, at Levi Bros., McMechen's old stand.

IN A SMALL WAY.

The News of the Day Pointedly Paragraphed for Hasty Readers.

IN the Dillon Watch Club drawing, last evening, No. 48 drew the watch in club No. 1, and No. 17 in club No. 2.

THE officers of Humbolt Lodge No. 9, K. of P., were duly installed last night, D. D. G. C. Fred C. Thompson officiating.

THE "Caliopean," a popular dancing club, will give a reception and hop at Bonenberger's hall next Wednesday evening.

THE Glass City boat club, will give their second grand ball at Turner Hall, on January 21st. They are a popular set of young men, and will certainly meet with success.

A SMALL black and tan dog has been lost by a lady at the Grant House. Should it be found, its return will be a favor and will be rewarded.

THE annual meeting of the stockholders of the Peabody Insurance Company will be held at the company's office, 1323 Market street, on Tuesday, January 11, for the election of directors.

A HORSE attached to a spring wagon slipped and fell on the turn table of the Citizens' street car line yesterday afternoon, but after he got to his feet the animal was found to be unhurt.

THE usual semi-monthly rehearsal of the Opera House orchestra will be held this evening in Germania Hall. A fine musical programme has been arranged and will as usual be rendered in an excellent manner.

THE attention of readers of the REGISTER is called to the fact that Mr. Brant, of the Brunswick, will set an elegant dinner to-day. The *menu*, including venison, wild turkey, mountain mutton, and all the delicacies of the season.

THIS cold weather makes things very dull in police circles, or maybe the dullness is due to the fact that good resolutions have been made, which will somewhat handicap police business for a week or so. About that time those who turned over new leaves will commence back at the first of the book again and wait for next New Year's.

CHIEF OF POLICE SMITH received a letter yesterday from Thomas Cutler, of New York, which stated that his wife had left Montreal, Canada, on the 23d of July last, where he had left her while he went to New York. He suspected that she had run away with a Wheeling man, but his suspicions are incorrect. He sent two photographs of his his wife, whose maiden name was Annie Launder. Evidently Annie is not in Wheeling.

THE Secretary of State has issued a charter to the Wheeling Mining and Manufacturing Company. The incorporators are S. H. Kasley, D. Roberts, H. C. Richards, W. C. Jacobs, J. W. Brooks, one share each. The new company succeeds the firm of Kasley & Brooks, and proposes to manufacture a paving block for street paving. They have ordered the latest improved machinery for that branch of their business, and will commence operations at once.

AMUSEMENTS.

Two Funny Plays at the Opera Houoe For This Week.

will be presented at the Opera House on Tuesday and Wednesday next with the usual Wednesday matinee, and the fun-loving citizens of Wheeling will have another chance to shake their sides over its exquisite humor. His plays have achieved a tremendous reputation for their refinement and wildly jolly fun, and what is rather unusual in the plays of to-day, while you cannot help roaring with laughter at the dialogue and situations, there is nothing in any of his plays which could offend the most fastidious. "The Tin Soldier" is recognized as Mr. Hoyt's best effort and none should neglect the chance of enjoying his budget of true American humor. Reserved seats are now on sale at Baumer's and are being rapidly taken.

Skipped By the Light of the Moon.

On Friday and Saturday evenings of the present week, Fowler and Warmington's company of comedians are to appear at the Opera House in that funniest of farcical comenies, "Skipped by the Light of the Moon," a play that for the last three seasons has filled the largest theaters in all the principal cities of America, from New York to San Francisco, creating a perfect furore wherever it has been presented. Of this famous comedy the New York *Journal* says:

"'Skipped by the Light of the Moon' made an enormous success at the Fifth Avenue Theater. We have never had anything so out of the common rut of comedy; the laughter begins two minutes after the curtain rises and does not stop until it falls upon the third and last act. It is the sort of production that all New York will rush to see."

The Grand Opera House.

Commencing to-morrow evening, the popular young actor, Mr. Walter S. Baldwin will play a week's engagement at this theatre, being supported by Miss Jessie Cracker and the Baldwin Theatre Company. A strong repertoire of plays will be presented, including "The Galley Slave," "Danites," "East Lynne," "Hazel Kirke," "Two Orphans," "Under the Gaslight," "Esmeralda," and "Queen's Evidence."

HAVE you tried McMechen's Peaches for cream, at Levi Bros., McMechen's old stand.

A QUESTION ABOUT

Brown's Iron Bitters

ANSWERED.

The question has probably been asked thousands of times, "How can Brown's Iron Bitters cure everything?" Well, it doesn't. But it does cure any disease for which a reputable physician would prescribe IRON. Physicians recognize Iron as the best restorative agent known to the profession, and inquiry of any leading chemical firm will substantiate the assertion that there are more preparations of iron than of any other substance used in medicine. This shows conclusively that iron is acknowledged to be the most important factor in successful medical practice. It is, however, a remarkable fact, that prior to the discovery of BROWN'S IRON BITTERS no perfectly satisfactory iron combination had ever been found.

BROWN'S IRON BITTERS does not injure the teeth, cause headache, or produce constipation—all other iron medicines do. BROWN'S IRON BITTERS cures Indigestion, Biliousness, Weakness, Dyspepsia, Malaria, Chills and Fevers, Tired Feeling, General Debility, Pain in the Side, Back or Limbs, Headache and Neuralgia—for all these ailments Iron is prescribed daily.

BROWN'S IRON BITTERS, however, does not cure in a minute. Like all other thorough medicines, it acts slowly. When taken by men the first symptom of benefit is renewed energy. The muscles then become firmer, the digestion improves, the bowels are active. In *women* the effect is usually more rapid and marked. The eyes begin at once to brighten; the skin clears up; healthy color comes to the cheeks; nervousness disappears; functional derangements become regular, and if a nursing mother, abundant sustenance is supplied for the child. Remember Brown's Iron Bitters is the ONLY iron medicine that is not injurious. *Physicians and Druggists recommend it.*

The Genuine has Trade Mark and crossed red lines on wrapper. TAKE NO OTHER.

THE NEW RAILROAD.

Interesting Facts Regarding the Extension to Pt. Pleasant.

PRESENT AND FUTURE OF THE LINE.

The First Train Everywhere Accorded a Regal Reception.

COUNTRY TRAVERSED, AND PEOPLE.

The extension of the Ohio River railroad from Parkersburg south to Pt. Pleasant, a distance of 79 miles, is now in complete working order and yesterday morning the first through passenger train left this city for the lower end of the line. The new road cannot but become a prime favorite with the traveling public, for several reasons. One of the chief grounds upon which this belief is based is the fact that the road is one of the best constructed lines ever laid down in the United States, and another is because the officials and attaches of the Company, from President to section boss, are uniformly courteous, obliging, ever careful of the interests of the public and quick to anticipate and gratify every reasonable wish. The road is especially unique in the courtesy and gentlemanliness of its conductors. In charming contrast with tho haughty mien and forbidding aspect of the average railroad conductor, the gentlemen in charge of the Ohio River trains are a happy combination of all the good traits which should enter into the make-up of the executive officer having supervision over the rolling stock set aside for the transportation of the public, and the average traveler will be surprised and gratified at the attention which is conferred upon him and the civility accorded him.

Although the road was first thrown open to the public yester lay, a represesentative of the REGISTER was allowed to make the trip from Parkersburg to Point Pleasant Friday, on the occasion of the tour of inspection made by the officers of the Company prior to the inauguration of business, and the writer proposes, in a hurried and necessarily somewhat abbreviated manner, to set forth the sights he saw, and the impressions he received while on the journey.

THE START.

At 7:15 o'clock Friday morning, engine No. 12, a bran new piece of machinery, drew up at the platform in front of the Company's depot in Parkersburg. Attached to the engine were a combination baggage and smoking car, a handsome new coach, and a flat car loaded with tool boxes for the section bosses. Notwithstanding the early hour, it being hardly daylight, there was quite a crowd in waiting at the depot, made up of officers of the road, invited guests, and a number of passengers who hoped to be allowed to reach their homes down the river without the delay of laying over until Saturday. The train was in charge of Conductor Fatrick, with Conductor Bradford on the engine in the capacity of pilot, Engineer Charles E. Byers at the throttle, and Fireman Ingram in the cab with him. The officers of the road willingly extended permission to the waiting passengers to go aboard, and while they disposed of themselves in the smoker, forward, the private car was entered by President George W. Thompson, Chief Engineer J. A. Fickenger, Assistant Superintendent C. L. Williams; W. L. Robinson, General Freight and Passenger Agent; W. C. Ault, Master of Road; W. L. Daily, Master Mechanic; W. H. Faye, representing the Adams Express Company; J. LeDuc, a prominent railroad contractor, of Cleveland, the REGISTER scribe, and one or two personal friends of the officers, making up a very pleasant party.

At 7:45 the signal to start was given, and the train left the foot of Third street and backed up the river to a point a hundred yards north of the B. & O. bridge which spans the Ohio, when the train was switched to the new track and began to climb the long grade of 82 feet to the mile leading to the bridge viaduct. Third street was again crossed at an elevation of 25 feet above the depot platform, and still the ascent was continued, the track bending to the east in a graceful curve until the level of the bridge was reached at Second and Ann streets, and the train ran upon the magnificently constructed viaduct, forty feet above the sidewalk. At the corner of Second and Ann streets the site of the new elevated passenger station was passed, and after running about the distance of a city block the train ran out upon the bridge which spans the Little Kanawha, its height being 65 feet above the water.

THE BRIDGE.

This bridge is a Pratt truss, in three spans, the north one of 85 feet, the channel span of 300 feet and the south span of 65 feet. It was constructed by the Phœnix Bridge Company, of Pittsburgh, and, together with the viaduct and approach, is a handsome and costly piece of work. The bridge approach is 1,260 feet long, and contains 191,000 feet of stuff, board measure. The iron of the viaduct weighs 421,400 pounds, while the bridge proper weighs 809,300 pounds. Besides this enormous weight of metal, the bridge contains 10,855 feet of piling, 71,000 feet of foundation timber, 3,100 cubic yards of masonry, and 304 cubic yards of concrete. The work on the bridge began about the first of last May, and the last bolts were put in place Thursday afternoon, when the structure was tried by running two engines, weighing together 140 tons, and seventeen loaded freight cars upon it, making a load, exclusive of the engines, of one ton per lineal foot. With this immense weight the bridge showed a deflection of but one and one-third inches.

The special train ran safely over the structure, the occupants of the car enjoying the fine view of Parkersburg and the Ohio shore, spread out before them, and then, while the engine ran smoothly toward the grade to Washington Bottom, President Thompson narrated the following facts concerning the construction of the extension, and the future plans of the Company:

THE ROAD.

The contracts for the construction of the Pt. Pleasant division were let on the 10th of last March, and work upon the road began about the 1st of April. The road bed was rapidly prepared, and early in August track-laying began at the Point Pleasant end of the line. The rails were from the mills of Carnegie, Phipps & Co., at Homestead, Pa., and the last spike was driven about the first of the new year. The Company had previously made contracts for new rolling stock, and is now receiving six new engines from the Brooke Locomotive Works, Dunkirk, N. Y.; three new baggage cars, 150 gondolas, 100 box cars and 50 stock cars, from Pennick Bros., Minerva, O., and ten new passenger coaches from the Wason Manufacturing Company, Springfield, Mass. The Company's telegraph line is completed to within eight miles of Parkersburg, and will be in operation within the next week. A force of two hundred men are finishing up the ballasting, while a large corps of depot builders and painters are putting up and preparing the depots for occupancy. In constructing the line Chief Engineer Fickenger was assisted by J. P. Illsley, of Philadelphia, consulting engineer, while J. F. Speyer had charge of the track-laying.

The Company will without a doubt begin work early in the spring upon the line from Pt. Pleasant to Huntington. This division will be about forty miles in length. A meeting of the stockholders has been called for February 5th, at Parkersburg, when the plans will be formally approved, and the capital stock of the company increased from $5,000,000 to $6,000,000. Negotiations for the right of way are now being actively conducted, and the coming autumn will undoubtedly see the line complete with a total length, from this city of 213 miles. This extension involves the expense of a bridge over the Great Kanawha, at Pt. Pleasant, with a channel span of 500 feet. This bridge will cost a good round sum, but it will go up, and like all the Company's property, will be of the very best design, material and workmanship. About the middle of February a corps of engineers will also be put upon the line of a projected and important feeder, running from Ravenswood, Jackson county, to Spencer, Roane county, a distance of thirty-six miles. Some $65,000 has already been appropriated for this work. The extension to Pt. Pleasant was built with wonderful rapidity, considering the difficulties encountered. Everything in the way of metal had to be shipped from Pittsburg around by way of Columbus and down the Kanawha and Ohio road, exposing the contractors to innumerable delays and the Company to heavy expense; gravel could only be obtained at two places on the line, while the difficulties of making a road bed at some points were very great. For instance, at Letart Narrows, about 27 miles above Pt. Pleasant, eighty men were engaged for three months in trying to make a road-bed on the face of a slippy hill, and 15,000 cubic yards of earth had to be moved and retaining walls built before the job was completed. Just below New Haven the road-bed is carved out of the face of a solid rock, the perpendicular crop of which afforded no foothold for the surveyors, and men had to be lowered down with ropes from the summit to run the levels. In some places the face of the rock is forty feet above the track, solid as the front of a steel vault, and enough powder was burned in blasting to carry an army through a fiercely-contested war. Even yet gangs are plying the drill at some points, and tons of rock are being blown into the river to afford more room for the rolling stock. These difficulties were great, but once the road-bed was prepared, the track-layers made things hum. Mr. Speyer and his men put down the entire 79 miles of track in 41 days and 9 hours actual working time—an average of nearly two miles per day! A mile a day, out on the prairies, when the Union Pacific was young, used to be considered good speed.

The improvements being put up by the Company are of the most substantial character. The new passenger station at Second and Ann streets, Parkersburg, has been alluded to. All along the line the station buildings are large, neat in appearance, and calculated to last for a generation. The water stations are provided with 1,200-barrel tanks, elevated 25 feet above the track, and filled by pumping stations on the river bank. At Ravenswood the Company has six acres of land, upon which is being erected a freight depot 130 by 40 feet, a fine turn-table, handsome passenger station and large stock pens. At Pt. Pleasant $32,000 has been expended in land, 200 acres lying in one piece, on which is located a passenger depot, round house with accommodation for four engines, cattle pens, etc., with extensive side tracks. Inclines leading to the river are also under way at Point Pleasant, Ripley Landing and at two other points. The bridges over the streams are uniformly strong. At Big Mill creek there is an iron truss bridge of 150 feet span, one of 100 feet span at Lee creek, one of 100 feet span at Sand creek and a number of smaller structures of a similar kind, all built by the Phœnix Bridge Company, while the trestles are massive in character. The track is ballasted with broken stone or gravel in the best manner. With this brief summary of the past, present and future of the road, we will return to the narration of the events of the trip.

THE TRIP.

At 8 o'clock the train ran opposite the the head of historic Blannerhassett, and a splendid view of the Island and the neighboring shores on both sides of the river was had. The train ran remarkably steady, and the solidity of the road bed surprised and delighted the officers of the Company. The ascent of the long grade to Washington Bottom, at the foot of Blannerhassett, began at 8:10, and a few minutes later our way lay across the rich, rolling and high stretch of land once the property of the Father of his Country. This piece of country is the ideal farming land. Rolling gently, it is topped with an alluvial soil of the highest fertility, and when but tickled with a hoe responds in the most abundant harvests. The railroad runs almost half a mile from the river, and the track is nearly straight for several miles.

At 8:20 the train came upon the telegraph gang, about eight miles out of Parkersburg, and a short stop was made. Again getting under headway, the train ran down the grade at the lower end of Washington Bottom, and turning close to the river passed Scott postoffice, nine miles out. Close to the pestoffice is Meldahl's station, surrounded by a great grape-growing country. Most of the product of the vines is shipped by the German growers to Kelley Island, whence it is transformed into that justly celebrated beverage—Kelley Island wine. Along here the hills are low and are quite a distance back from the river, the intervening bottoms making a fine farming land.

Opposite Newberry bar, that spot detested by river men, we came to some very heavy rock cutting, and there, too, met a gravel train, and a gang of 150 ballasters—a mixed assemblage of Italians, Americans, Irish and negroes. Here the train lay for half an hour, while a piece of track was put in shape, and at 9:15 we sped away southward, soon passing Section Boss Manning and a gang of men blasting out rock to admit of the track being removed a few feet farther in toward the hill. At 9:35 Harris' Ferry, opposite Hockingport, O., was passed, and at 9:50 the train entered upon Belleville Bottom, ran over the fine iron bridge at Lee creek, and halted at Belleville Station at 10:05. Belleville is opposite Reedville, and is reputed the muddiest town in the United States. The road runs about a half mile back from the town, which faces right along the river bank, and how the inhabitants will get from their homes to the cars, or *vice versa*, on mornings when a heavy dew falls, is past my comprehension. In despair I suggest stilts—long ones. The train lay at Belleville half an hour to allow a gravel train to pass, and the inhabitants swarmed out to the cars and took a lively interest in the engine, the tender, the coach, and the inmates thereof. Many enquiries were made regarding the mails and freight trains, and the people were much disappointed at the information that Uncle Sam had as yet done nothing in regard to the former, while the Company could not promise freight trains before February 1st.

We left Belleville at 10:10, and reached the next station, Lone Cedar, at 11:25. Here, Pond creek, the dividing line between Wood and Jackson counties, empties into the Ohio, the stream being spanned by a 75-foot iron bridge. A fine view of the river is to be had here. The next station was Murrayville, opposite Long Bottom, O., which was reached at 11:40. In days that are gone there was a boat yard here, conducted by that veteran river man, A. J. Flasher. Here the hull of the old St. Lawrence was built, and here one can see a part of the cabin of the old Rebecca, perched far above the water, and doing duty as part of a handsome dwelling house. The bottoms just below Murrayville are very rich, and one sees many fine farms. A mile below the town the Railroad Company has opened a gravel pit, the only one for fifty miles along the river, and has built a switch 2,000 feet long out to it. At the junction of the gravel pit track with the main line we strike the first telegraph office. The country in the vicinity is a perfect sportsman's paradise, abounding in birds, rabbits and squirrels. Live stock is a leading item with the farmers along here and back in Roane county, and the Company is making arrangements to transact a heavy business in that line.

The train left the gravel switch at 12:15 p. m, after a telegram had been forwarded to Ravenswood, ordering dinner, and at 12:22 we were at Muses Bottom, passing *en route* some peculiarly marked rocks. There is a saw mill at the bottom, and a good lumber trade is done. At 12:40, Portland, O., was passed, and a little later we cross Little Sand Creek on an iron bridge and pass Buffington Island. Just above Ravenswood the princely estate of Judge R. S. Brown, containing 3,000 acres, is passed, his handsome residence commanding an extended view, and at 12:55 we roll into Ravenswood, and disembark for din-

ner, while a hundred people gather round the train. At the Ravenswood House a number of prominent people are congregated, among them Senator Brown and Senator William Woodyard, and a pleasant half hour is passed in discussing a good dinner and political topics of interest.

Ravenswood is a lively little city of 1,500 inhabitants and seems to have many of the elements of future greatness. The town lies well, has a rich and productive country behind it, and with the railroad in active operation, must soon make a decided increase in its population. We left at 1:50 p. m., and twenty minutes later, near Pleasant View, passed the cozy residence of Captain Williamson, who achieved both fame and fortune by drawing $15,000 out of the Louisiana State Lottery on a cash investment of $3. Below Pleasant View the road runs half a mile back from the river, skirting some low, rolling hills in graceful curves, with rich farming lands lying out toward the stream, forming what is called Worth Bottom. A little farther and the train passed the largest tract of timber now standing along the Ohio—a block of 1,300 acres belonging to a Baltimore millionaire. He will neither sell it nor allow a stick of timber to be cut from it, and it lies there year after year, the home of innumerable squirrels and the resort of hunters for miles up and down the Ohio. Locally it is known as "the big woods," and as the train ran along its edge for a mile and a half it seemed to deserve the appellation.

The next station passed was Ripley Landing at 3:47. A fine depot building is going up here. Just below we cross Big Mill Creek, and then comes Letart. Just above Letart an amusing incident occured. A school house adorned the hill a short distance above the track, and as the train came abreast of the temple of learning the pupils cast their books to the merry winds, figeratively speaking, and made a wild rush for the windows. This for a moment, and then sashes were thrown up with a bang, and from every opening an assortment of big and little boys and girls fairly boiled out upon the snow-covered ground and started in a mad gallop for the cars, which had come to a stand a quarter of a mile away. By the time the teacher had reached the door the young ideas committed to his care were distributed in a long procession down the track, and even the smallest kid of them all never drew up till the goal was reached.

The train arrived at Letart at 3:25. There are two towns of the same name, one on either side of the river, and both are attractive places. Here the scenes narrated as occurring at the school house, were repeated, while the entire population crowded about the cars. It was at Letart that the steamer Sidney exploded her steam pipes, with such dsastrous consequences, some four years ago. At the narrows, just below the town, the Company had some of its hardest work to obtain a stable bed for the rails, but the undertaking was at last accomplished. The country from here down to Graham Station is very fine. The bottoms are often a mile wide, with the railroad running right down the centre of them, and the view from the cars will be worth going to see in summer. This is said, also, to be a fine country for partridge and pheasant shooting, and it looks as if the reputation was deserved.

Graham is opposite Racine, O. When the train drew up at the station the inhabitants had swung the bright folds of a large American flag to the breeze from the top of a forty-foot pole, and were jubilating over the arrival of the cars in a rather boisterous way. Anxious enquiries were made about the mails here, as well as at points above. The people are completely cut off from the outside world, and know little of what is transpiring. After leaving the station we struck the prettiest piece of track in ten States. There are many stretches on the extension as straight as an arrow for a mile, but here we hit upon a solid two miles of track as straight as a broomstick. We passed a man walking along, after running a quarter of a mile or so on it, and it was pleasant to set and smoke and watch that plodding unfortunate grow small by degrees and beautifully less until the rails seemed to meet in a point and he was blotted out by the inability of the eye to longer distinguish him. It is a fine stretch of track, but it must be awfully discouraging to a pedestrian to round a curve and look down that long avenue of parallel rails; he can see too far.

At New Haven, twenty miles from Pt. Pleasant, we strike the first coal seam since leaving Cresape's Grove, and the country at once looses its pastoral feature and takes on a distinctive manufacturing air. The valley is fairly dotted with salt wells and half covered with salt warehouses, and the very atmosphere seemed to be impregnated with the briny fluid, which is pumped from a depth of 1,200 feet. At Hartford, and at Mason City opposite Pomeroy, the whole population came out to greet the train, and there was general rejoicing over the completion of the road, some of the young men getting out an anvil and firing a salute as the train came to a stand. Pomeroy is the terminus of the Hocking Valley Railroad, and from there down to Middleport, to which place the Clifton mill was removed, there is one continuous town. On the West Virginia side the population is quite heavy also, the coal works and salt concerns givinn employment to many people. At Clifton a big brick smoke stack alone remains to mark the location of the nail mill, looming up like a monument in the evening twilight. The train next passed West Columbia, and Camden City, where an immenee coal works, the property of Senator J. N. Camden, is in operation, and a large tippe is in process of construction. Passing Mackers Station, we soon came to the P. S. Lewis farm of 3,000 acres, adjoining Point Pleasant, and a few moments later, at 5:45 o'clock, we rolled quietly into the ancient capital of Mason county, and pulled up at the Kanawha and Ohio junction, to the great surprise of the entire population, the train not being expected before Saturday. The party on board lost no time in quartering themselves at the Stortz House, where a good supper speedily repaired the fatigue of the extended trip. Here I had the pleasure of meeting many agreeable gentlemen, among them Judge C. P. T. Moore, Governor G. W. Murdock, Mr. M. E. Tracey, Mr. A. C. Van Gilder, Mr. Tippett of the *Register*, attorney J. H. Couch, Jr., ex-Senator P. C. Estham, J. L. Charles, U. S. Marshal Sehon, and a number of other very clever people.

THE FUTURE.

The feeling of satisfaction all along the line, at the running of trains, is general. With navigation closed by reason of heavy ice, the people of the region between Parkersburg and Pt. Pleasant are completely cut off from the remainder of the State, and the mail service is more a memory of the boating season than a present [illegible]. Some pretense is made of carrying the pouches overland, but [illegible] the service is charmingly [illegible] There is a great anxiety, [illegible] to have shipments of coal made along the line above New Haven, and although the Railroad Company is reluctant to engage in freight traffic at present, it is probable some coal will be hauled as a matter of accommodation.

Having thus passed over the extension of the Ohio River road, and critically and carefully examined every foot of the way, I can emphatically attest to the fact that no better constructed railroad was ever thrown open to travel. Embarking in the expectation that I would receive a lively shaking up before Pt. Pleasant was reached, I found the train to run very smoothly at all times, and passengers will suffer no inconvenience whatever on this score. The many and long stretches of straight track are adopted to a high rate of speed, and with the Huntington extension in operation and through trains running, very fast time will be made. The country through which the line passes is rich in fine scenery, and the line is fairly entitled to the appellation of "Picturesque." In summer more enjoyment can be obtained by a trip south from Parkersburg than over any other line leading into Wheeling, and excursions will surely be largely patronized.

Those readers who have regarded the country south of the Little Kanawha as a sort of enlarged edition of Wetzel county—a *terre incognito* made up of dense forests, frowning hills and uncultured "natives," will experience a most agreeable surprise in journeying into that hitherto almost inaccessible region. The country is rich in its agricultural features, for the most part gently rolling, the river bottoms are wide and very productive, while the people are clever, genial and pleasant in their intercourse. The counties traversed by the line have only needed this road to become the best and most desirable within the limits of the State, and I mistake the signs if the next five years do not show a very decided increase in population and wealth. The people now feel encouraged to go forward and achieve success in new enterprises of an agricultural or manufacturing nature, and the future will demonstrate that the line of the Ohio River Road has been cast in a pleasant place.

MERCURY.

DIED.

LETZKUS—On Friday, January 7, 1887, Mr. GEORGE LETZKUS, SR.

Funeral from the Catholic church, at Wellsburg, on Sunday, January 9, at 2 o'clock p. m. Friends of the family are invited to attend.

FURGESON—At Brilliant, Ohio, on Saturday, January 8, at 6 o'clock a. m., WILLIAM T. FURGESON, aged 44 years.

Funeral from the residence of J. D. Stanton, No. 2338 Eoff street this afternoon at 2 o'clock. Friends of the family are respectfully invited to attend. Interment at Greenwood.

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New Advertisements.

MASONIC FUNERAL NOTICE.

The members of Nelson Lodge No. 30, A. F. and A. M., are hereby summoned to meet at the Masonic Temple on Sunday, January 9, 1887, at 1 o'clock p. m. sharp, to attend the funeral of our deceased brother, WILLIAM T. FURGESON. Members of sister Lodges are cordially invited to attend.
JAMES L. BECK, W. M.
J. W. MORRIS, Secretary.
ja9

DISSOLUTION NOTICE.

We have this day dissolved partnership in the mining, manufacturing and contracting business. All partses knowing themselves indebted to us will please call and settle. Those having claims against us will present them for settlement.

Thanking the public for past generous patronage, we respectfully ask a continuance of the same for our successors. Respectfully,
S. H. KASLEY,
D. R. BROOKS.
January 1, 1887.
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