

ONE NARROW GAP NOW IN THE WAY

Of a Most Important Connection Between Pittsburgh and the Very HEART OF WEST VIRGINIA.

Twenty Miles of Road Under Contract Still to Be Completed.

A Baltimore and Ohio Branch Will Reach the Camden System at Fairmont—This Will Open Up the Interior of the State, and Eventually Tap Charleston, the Chesapeake and Ohio and the Farther South—The Great New River Coke Country—Destabilization of the Additional Improvement of the Monongahela—Other Transportation Plans.

new colliery at Downs' station, a short distance away. In discussing the transportation problem Secretary Oley said: "Until four years ago the policy of our one railroad was to discriminate against Fairmont in order to make up for the loss in through traffic, and the struggle by our operators to secure and retain a market for the coal and coke products of this region in the face of prejudice and exacting railroad rates was a valiant exhibition of pluck and courage against the most adverse combination of hostile influences that ever threatened the destruction of meritorious business investments and interests. But happily the time came when wiser men were entrusted with the management of the road, who adopted a policy of building up instead of tearing down the local interests was adopted.

"For it will be remembered that although it is only with three miles of road to be completed the Fairmont coal and coke product has cut much of a figure in the markets of the country, coal has been mined and



Ex-Senator J. N. Camden.

shipped from this point in a fitful and spasmodic way for 38 years, or almost since the completion of the railroad here in 1852. In fact the first coal ever mined for shipment in this section was opened in 1852 by Columbus O'Donnell at the Palatine mines. The product was shipped to Baltimore and used for making gas. The mine was abandoned for about two years and then abandoned.

One Railroad Ready in Sight. Northward from Fairmont stretches a branch of the Baltimore and Ohio Railroad about 30 miles, reaching Morgantown, the present head of navigation on the Monongahela river. From Morgantown to Uniontown, across the State line, is about an equal distance. A line connecting these two points is now being constructed, and then at least one route from Pittsburgh to the interior of West Virginia will be opened. By way of Uniontown and Conneville this new line will be joined to the Pittsburgh division of the Baltimore and Ohio.

Something over one-third of this road, from Uniontown to Smithville, is already built and will be in operation in a few days. The rest is under contract, and the communities interested in its completion would use every effort to bring about the rapid pushing of the work.

The opening of this connecting link in itself assures a wide territory for the development of trade. South from Fairmont the system of roads controlled by Senator

struction and in maintenance, and are only justified where there is a comparatively long season of natural navigation, during which dams would be an injury rather than a benefit, and where the mass of moving water is so great as to make it probable that the pools, if permanent, would rapidly fill up, thus necessitating constant dredging. Neither of these conditions holds in the upper Monongahela, and therefore I have no hesitation in giving a decided preference to the method of improving by permanent dams. All reports of Government officers favored the extension of slackwater to Fairmont, and gave good and sufficient reasons why it should be extended. If these conditions existed 10 years ago, how much more imperative are the demands for this improvement to-day? Major Merrill's last report on this matter was made in 1880, in which he repeated his former recommendations contemplating the building of six more dams extending slackwater above Fairmont.

WEST VIRGINIA LAND DEALS. Two Railroad Systems Buying Many Acres of Coal and Timber Territory. PARKERSBURG, W. VA., Dec. 21.—[Special.]—The recent purchase of 100,000 acres of coal and mineral lands in this State by Drexel, Morgan & Co., of New York, which rumor says was bought in the interests of the Yandell, is being quite remarkable by large purchases of the same kind of property by the Chesapeake and Ohio Railroad Company. The latter company is reported to be purchasing systematic negotiations for the ultimate control of all the mineral and timber lands along the line of its railroad in this State, amounting to about 70,000 acres. The Drexel-Morgan buyers paid an average price of \$8 per acre for their immense holding, but the buyers for the railroad company are close-mouthed.

STRANGE PERSECUTION

Which Vents Itself in Published Canards About Two Helpless Women. ALLIANCE, Dec. 21.—[Special.]—The development that the alleged fortune left to Miss Della Speakman by a wealthy widow of Minerva, became the bore the same name as his dead wife, was a cruel blow to the latter, and being quite remarkable as the story in question. People called to congratulate Miss Speakman and the members of her family on her good fortune, but the news of the death of her husband was a cruel blow to her, and she was alarmed and incredulous. They knew it was but a renewal of the attacks from which the family has suffered much at the hands of some unknown enemy or enemies for the past five years. The most outrageous deceptions, calculated to hold them up to popular ridicule, sprung upon them in all sorts of guises, even to bogus announcements of death, have been practiced on this inoffensive family. The mother of Miss Speakman has been attacked by unknown assailants, the house in which they live has entered the most shameful vandalism resorted to, and at last, when some church funds were being kept in the house, they were stolen and concealed, not taken away, until during the winter season followed another party happened to discover the hidden money. This public announcement of this mythical leger, which was published in the newspapers all over the country, is the latest effort of the persecutors.

PUNISHING YALE STUDENTS.

The Freshman Class Forbidden to Play in Intercollegiate Games. NEW HAVEN, CONN., Dec. 21.—At a concurrent meeting of the Academic and Scientific faculties of Yale University this afternoon, it was voted to prohibit the Freshman class of the university, numbering 600, men from taking part in any baseball intercollegiate game during the coming season. This action is a punishment for the disturbances created by a large portion of the class, at a celebration of the success of the football season at the New Haven opera house, December 8.

EASY ON SMALL PENSIONERS.

The Board of Charities to Be Asked to Help the Erie Home. HARRISBURG, Dec. 21.—The trustees of the Soldiers' and Sailors' Home at Erie have decided that the rule applying to pensioners, requiring them to pay 80 per cent of the pensions to the Home, shall be modified so that a pensioner receiving \$4 or less shall not be affected. The Board of Public Charities will be asked to recommend an appropriation of \$50,000 for necessary buildings and \$40,000 for maintenance for two years.

A MYSTERIOUS CLAIMANT.

He is Said to Want a Slice of the Tilden Millions. NEW YORK, Dec. 21.—The immediate heirs of the Tilden estate place no dependence on the statement that comes from Detroit, that Howell W. James, of Ovid, Michigan, is on his way to this city to claim a share of the estate on the ground that he is a first cousin of the late Samuel J. Tilden. He is said to be 80 years old and claims to be one of the 36 heirs of the \$7,000,000. A. H. Green, one of the trustees of the estate, said that he had never heard of the man.

ENGLISH ENTERPRISE.

A Bank With \$20,000,000 Capital Stock for South Carolina. COLUMBIA, S. C., Dec. 21.—Hamilton Gunn, a London promoter, arrived here to-night. His mission is to establish the Union Bank of South Carolina and London in this city, with a capital stock of \$20,000,000. An act incorporating the bank was passed to-day by the Legislature. Mr. Gunn says that several tributary enterprises will follow in the train of this large undertaking.

Found Dead Under the Bridge.

Shortly before 1 o'clock this morning J. W. Dunham, yardmaster of the Baltimore and Ohio, was walking on the railroad just under the Panhandle bridge. He had evidently just fallen off the bridge, as his body was still warm. The fall broke his neck. There was nothing on his person by which he could be identified. He was about 65 years of age, and a laborer. He had but few cents about him.

The Train Book Nuisance Doomed.

ALLENSTOWN, Dec. 21.—Superintendent Goodwin, of the Lehigh Valley Railroad, has issued an order forbidding newsboys in future depositing samples of their wares in passengers' laps for inspection.

Pittsburgh in New York.

NEW YORK, Dec. 21.—[Special.]—The following Pittsburghers are registered at hotels here: L. F. Power, W. H. Hamilton, Brown, minister; C. C. Brizer, W. H. E. Brown, Cavanaugh; H. J. Carlton, M. I. Nevins, St. James Hotel; J. E. Hoffman, J. J. Brown, Broadway Central; C. Dreifus, Everett House; J. H. Norton, St. Nicholas; H. J. Norton, Morton House; R. E. Richmond, Astor House; R. H. E. Weis, Belmont; J. H. Stewart, Brunswick; W. Weis, Steinhilber; H. W. Harzman, Holland; G. W. Johnson, Earles; C. H. Terry, R. L. Totten, Albert.

CLEVELAND WON'T MIX

He Will Keep Out of the Speakership and All Other Fights.

DON DICKINSON PLACATES CRISP.

Carlisle is Likely to Be Given the Treasury Portfolio.

THOUGH MIKE HARTER IS AMBITIOUS

(FROM A STAFF CORRESPONDENT.) WASHINGTON, Dec. 21.—Don M. Dickinson, who has been here for the past two days in conference with prominent Democrats in the Senate and House, had a long interview with Speaker Crisp to-day by appointment.

At the representative of Mr. Cleveland, Mr. Dickinson took occasion during the conversation to make it plain to the Speaker's private room to assure Mr. Crisp that Mr. Cleveland and his Democratic friends were in no way responsible for the unfortunate occurrence at the recent dinner of the Tariff Reform Club. Speaker Crisp would say nothing about the conference for publication, except that it was mutually agreeable and satisfactory and related only to the result of the late elections and the political situation.

Several members of the House, however, with whom Mr. Dickinson has talked about his visit here, insist that the "Rainbow Chaser" was engaged in gaging the sentiment of members with regard to the Speakership of the next House. It is stated, moreover, that from his talks with the members, Mr. Dickinson learned that this sentiment is very largely in favor of Mr. Crisp's re-election. His experience at the Reform Club dinner has given him the support of many members who voted for other candidates last year.

Cleveland Won't Interfere.

A Michigan member of Congress, who is friendly to Speaker Crisp and also a personal friend of Mr. Cleveland, says that Mr. Dickinson repeated to the Speaker to-day the sentiment which Mr. Cleveland recently expressed in New York to the effect that he has no intention of interfering in the reorganization of the next House. The member referred to spent several days in New York last week and had a pleasant talk with Mr. Cleveland on general politics. He says Mr. Cleveland proposes to return to the White House with a fixed determination to try and make his administration a success in accordance with the principles laid down by the National Democratic party. He intends to conduct his administration in the interest of the whole party and will not let himself to any faction too poor to be considered as a party. He is generally conceded that the desirable changes can be brought about more easily by the re-election of Speaker Crisp than by a bitter contest over the gavel.

Had Plenty of Cash With Him.

H. L. McGraw, giving his home as Erie, was arrested yesterday by Officer Schott at 77 Second avenue. He accused Jennie Dickson of stealing \$20 from him and raised a disturbance about it. The girl denied the charge and intimated that McGraw had gotten himself into trouble. She said his home was at Scottsdale, where his friends were anxious for his return. He had \$1,400 on his person, \$500 of which was rolled in a deposit slip of the Masonic Bank. He refused to say where he got all the cash. He will be given a hearing to-day.

Dickinson Not for the Cabinet.

A friend of Mr. Dickinson, with whom he has been talking on the subject, says that Dickinson is going to open a law office in Chicago as a branch of his Detroit office. The reason given for opening the Chicago branch is that Dickinson is attorney for the Elkins-Widener and Whitney Syndicate, which controls surface street railroads in New York, Philadelphia and Chicago, and that he will devote himself chiefly to their business. This means that the Detroit politician will long as a member of the Cleveland Cabinet. Mr. Dickinson returned to New York this afternoon.

Most of the Cabinet gossip is amusing, but not much of it up to the present time has been quite so amusing as the report that the Hon. Michael D. Harter, of Ohio, is slated for the Treasury portfolio. Mr. Harter is a very earnest and energetic man. He has adopted the profession of a statesman, after having become financially comfortable as a millionaire, with a hope and exultation that would win renown were they backed by profound research and consistent understanding. Able as Mr. Harter is in business, he is not that kind of a thinker who would fitly occupy the chair of the chief officer of the Treasury Department. He is impulsive, erratic, excitable, is woefully lacking in consecutiveness of thought and lucidity of expression. His mind is wonderfully active, but consequently untrained. The story of his possible promotion to the Cabinet of Mr. Cleveland has set his nerves to dancing a fandango, and his trembling hope and his belief in the truth of the fairy story render him an object which is both funny and sad to look upon.

Carlisle the Most Possible. If there is any sound basis of fact in any of the Cabinet rumors that abound it is that which places Senator Carlisle in the Treasury chair. There is little or no doubt that Mr. Carlisle can have this position if he does not relish the idea of leaving the Senate. Although his present term will close March 3, 1893, he can probably remain in the Senate as long as he has the desire, while if he should accept the Cabinet position he would get out of the Senatorial swim, and might close his public career with the close of his career in the Cabinet. Doubtless he would accept, however, should his captain command him to resign from the Senate and take the other place.

Another story is that New York influences insist that the Secretary of the Treasury must be chosen from that center of the financial universe, and it is said that some one of the great bankers of the metropolis will be the happy man. Fairchild, who played at being Secretary during a portion of Cleveland's former term, does not seem to be very likely to be selected, while if some composition of the struggle cannot be made and Hatch appointed, he would be one of the most popular and efficient persons who ever sat

WHAT DO YOU THINK OF IT?

But One Opinion Possible. Disorders are rampant throughout the land, especially brain disorders, which can be cured by one of Dr. Miles' Great Kidney Cure. Dr. L. L. Carmer, Gypsum City, N. Y., had heart disease pulse 90 to 140 a minute, heart beat so violently that could be heard across a large room. Took Dr. Miles' remedies, was cured, and writes that he feels like a boy. "Six months ago my wife was given up as incurable of heart disease. One of Dr. Miles' Great Kidney Cure bottles gave her so much that she is about again."—F. Sherman, Philadelphia, Pa. Symptoms of heart disease, rapid pulse, nervousness, sleeplessness, indigestion, oppression in chest, short breath, palpitation, pain in side. Remedies sold on positive guarantee. Book free at druggists or Dr. Miles Medical Co., Elkhart, Ind. 0013-92

NEW ADVERTISEMENTS.

In that chain, not excepting "your Uncle Jerry" Bunk. Right here comes in Wisconsin again. The stamped of that State to the Democracy renders it certain that the Democracy to the "Commonwealth of Wheat" will demand recognition by a Cabinet appointment, and what so natural as that they should ask for the Agricultural Department? The great Northwest must be represented, and Wisconsin to Democrats the greatest portion of the great Northwest. Don't count out Wisconsin when you are amusing yourself with Cabinet making.

New Opponents to Quay.

Representative Dabell returned this morning from his journey to the funeral of Senator Gibson at Lexington, Ky. He had nothing to say in regard to the Senatorial question either as to the candidacy of Graham, or the announcement of Hon. John Cassin, of Somerset, that he would oppose Quay and support Dalzell. The letter of Cassin caused considerable gossip among the many who knew that gentlemen here, and it is reported that his action will be supplemented by that of a number of members of the Legislature, who have not hitherto been reported as candidates for Senator Quay's re-election. Hon. George V. Lawrence, of Washington county, is mentioned as one who is likely to take this course. Senator Quay has doubtless abandoned his purpose of taking a Southern trip at this time and will probably leave for his Beaver home to-morrow evening, to remain through most of the holidays.

HE PREFERS OHIO LAW.

A Furniture Agent Whipped and Hobbed, and Will Seek Redress.

Asat evening a young man named G. Christ went to police headquarters and complained that he had been assaulted and robbed in a Smithfield street barroom. He said he came here from Toledo, O., to place some furniture in the postoffice. He and his hired man entered a saloon, and a fight broke out. He said he had his opponent down on the floor when the opponent chewed his nose nearly off, and in the scuffle somebody robbed him of \$15, all the money he had. His nose had been bandaged up, and he said he had pawned his watch to get money to pay a doctor for the work. He said he would return to his own State and seek to recover satisfaction in the courts here.

A STARTLING PROPHECY.

A Vague Prediction Circulated at the Theosophical Society's Meeting. The Iron City Theosophical Society held its usual open weekly meeting at the Mercantile Library parlor last evening. Mr. A. M. Gow read a voluminous paper, "Man on the Physical Plane," and there were some pointed discussions on the following subjects: "Is Physical Memory Denied to the Brutes?" "On the Immortality of the Animal Creation," and "If the Animal Creation Have Stopped Evolving." At the close of the meeting several members present circulated tracts bearing upon their theories, also a prediction that Cleveland would be assassinated. They offered to prove neither their theories nor prediction.

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SOLOMON & RUBEN'S Highly Acceptable Holiday Gifts.

MUFFLERS. This season's are the neatest ever produced. We show the largest and most exclusive variety in town. Cashmere, 48c. Silks, all shades, 75c. Superior Silk, \$1.48, \$1.59, \$1.75 and up.

FINE SUSPENDERS. A pair of exquisitely embroidered Suspenders has always been considered an eminently useful Holiday gift. Fine Overshots, 50c up. Extra quality Silk Embroidered, 75c and up. Beautiful Satin Embroidered, 98c and up. Superior qualities in handsome glass covered case, \$1.50 and up.

Collar and Cuff Boxes. A very useful as well as ornamental gift. Leather, \$2.50 and up. Celluloid, \$3.98 and up. Shoe Brush Cases, just the thing for a boy, 89c and up.

WORK BOXES. Make sensible Xmas gifts; our variety includes Plain, Decorated and Embossed, with a full complement of tools. Prices, \$1.48 and up. FUR CAPS AND TURBANS. Weather-defying Headwear, with competition defying prices. Men's Coney Fur, worth \$1.50, our price 65c. Men's Canada Sable, worth \$3, our price 98c. Men's Bay Seal, worth \$3, our price \$1.50. Genuine Alaska Seal, worth \$10 to \$20, our price \$8 to \$14.

TOILET CASES, PHOTOGRAPH ALBUMS, HANDKERCHIEFS. Consisting of 3-piece sets, Comb, Brush and Hand Mirror. Plush and Celluloid Cases lined with fine Satin, a handsome present, \$1.75 and up. Splendid Linen Initial, 18c. Fine Japanese Initial Silk, 25c. Superior quality Japanese Silk Initial, 44c.

Men's Slippers. Ladies' Slippers. Holiday Neckwear. Velvet embroidered, 65c, \$1, \$1.25. Imitation Alligator, all colors, \$1. Imitation Lizard, all colors, \$1.25. Maroon Goat, chamois lined, \$1.25 and \$2. Best quality Morocco Calf, \$1.75 and \$2. Genuine Alligator, finest quality, \$2.65. Fine Kid Opera, 75c. Glazed Dongola Opera, \$1 and \$1.25. Ex. quality Velvet, quilted, \$1.25. Finest Serge quilted, wool lined, \$1 and \$1.25. Best Plush Embroidered, \$1.50. Superior Red Goat Grecian, \$2.25.

Manicure Sets. In beautiful plain and fancy Plush Cases, handsomely lined, and a complete set of fine steel instruments, buff, etc., \$2 and up.

Men's Slippers. Ladies' Slippers. Holiday Neckwear. What more acceptable gift than a rich Neck Scarf? Our tremendous variety will enable you to select something choice and elegant 4-in-Hands from 50c to \$1.50; Windsorettes from 50c to \$1.50; Puffs from 50c to \$2.50.

UMBRELLAS. One of the most acceptable Holiday Gifts is an Umbrella. We have an immense stock to select from. All the latest designs in mounted and natural wood handles. Novelties in Dresden China, Ivory and Onyx heads. Prices range from 98c to \$20.

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SOLOMON & RUBEN'S



A NEW RIVER TOWN. (From a photograph.)

sections of the county in considerable quantities. Lumber is cheap owing to the near location of the immense timber tracts of the interior counties of the State, the products of which are brought to the doors of the people of this section by the Camden system of railroads which penetrates the best timber regions of the State. This supply will be equally easy of access for Pittsburgh when the necessary communicating link is secured.

Coal and coke, though, are the chief products of this immediate section. The Montana, Gaston and West Fairmont coal companies have just purchased 400 drop-bottom gondola coal cars to meet the growing demands of their trade. The cars are of 30-ton capacity, and cost in the aggregate a little over \$200,000. They are designed to supply the lake trade in summer and Tidewater in the winter. The aggregate capacity of these 400 cars is 12,000 tons, and if the whole are loaded, and make three trips per month, which is a fair average, they will enable these mines to increase their output over 36,000 tons per month, or 432,000 tons per year. These preparations indicate the extent to which the coal and coke trade of this region is forging to the front.

The present capacity of the mines of Marion county, of which Fairmont is the center, is estimated at about 6,000 tons a day. The output of coke has been constantly and rapidly increasing, and gives every indication of making still more rapid strides in the future.

Views of a Pittsburgh Operator.

Fairmont is the home of Governor Fleming and Secretary of State Oley. The latter makes frequent trips between here and the Capitol at Charleston, caused by his business interests. Mr. Oley gave to THE DISPATCH the substance of an interview with Mr. P. E. Hite, the well-known Pittsburgh operator, when he was in Fairmont some time ago. Mr. Hite then said: "I have invested here because I think this region has the very best natural advantages for coal, location, shipping facilities, limestone and everything to induce the establishment of a plant, with the best prospects for success. It has the advantage of possessing qualities of coal and coke that are almost unequalled. I have looked upon this field for years, and always felt sure the time would come when this region would be opened up, as is now being done, and become a great center."

"What do you think of the chances for bringing the Pennsylvania Railroad through this section?" "Well, I really think that it's only a question of a short time until this will be done. My reasons are these: The Pittsburgh, Virginia and Charleston road, controlled by the Pennsylvania company, is gradually working its way from the North and you may be sure the Pennsylvania road has an eye on the immense tonnage of this region, as the Baltimore and Ohio did when it went to Conneville."

Camden is already in most successful operation. This line goes almost direct to Charleston and Weston, from which point a branch stretches out to Buchanan and Pickens. At the latter point one of the greatest lumber plants in the world has been established. The main line extends to what was formerly Braxton G. H., but now known as Sutton, distant about 250 miles from Pittsburgh, and in the very heart of West Virginia.

Into the New River Country. Just north of Sutton another branch leaves the main line and runs northeast through a region unexcelled in natural resources. Its ultimate destination is Washington, near the Virginia border of the State, and is to be met by a branch of the Chesapeake and Ohio, already partly constructed, making a through route to Tidewater.

Not only all. A company organized at Charleston is building a road along the Elk river to connect the capital city with the Camden system at Sutton. This line is already under construction, and will be one-third of the gap. Its completion would give Pittsburgh an almost direct route to Charleston, through a region which is certain to witness a wonderful development. The building of roads southward from Charleston, which cannot be much longer delayed, will enable this system eventually to tap North Carolina and Tennessee. One of the branch Camden lines penetrates the New River country where the best coking coal in the North is mined. The amount of large investments of eastern and northern capital have recently been made.

Beside the Baltimore and Ohio line to Fairmont, which is an assured fact, other plans are being extended in Fairmont people have the right of way, and a charter for the West Virginia and Pittsburgh, from Fairmont to Uniontown, Pa. Some grading has been done on this route. The project has been negotiating with the Pennsylvania Company, and several times have been nearly successful in disposing of their rights. The amount demanded has so far proved a stumbling block.

River Improvement Wanted, Too.

Almost equal in importance with extended railway facilities is the proposed slackwater improvement of the Monongahela river from Morgantown to Fairmont. The question has been before Congress for many years. The importance of this work to the people of this region is so obvious that it is not possible to exaggerate in dollars and cents alone. It is true that new lines of railroads are performing their function in this region, and opening up and opening up the rich country contiguous to this fertile valley, but slackwater has a mission peculiarly its own to perform in the economy of things which is without the province or capacity of railroads.

The survey for slackwater from Morgantown to Fairmont was accomplished in 1875 by the late Governor of Maryland, and engineers W. E. Merrill, and while the dam at Hoard's Rocks, below Morgantown, was under construction. In his report of the proposed improvements Major Merrill says: "It is the evident wish of the residents along the upper Monongahela that any improvement of the river should be by permanent means, as this is the system which has already done the most for the lower part of the river. As a matter of fact, it is not possible to make a perpetual 6-foot navigation without the use of dams of some kind, and the choice is at once limited to permanent or movable dams."

Permanent Dams Are Needed. "The latter are the more costly in non-