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FREW & CAMPBELL,
PUBLISHERS INTELLIGENCER,
Wheeling, W. Va.

The Intelligencer.

SECRETS.

Think not some knowledge rests with thee alone.
Why, even God's stupendous secret, Death,
We one by one, with our expiring breath,
Do pale with wonder, seize and make our own.
The bosomed treasures of the earth are shown
Despite her careful hiding; and the air
Yields its mysterious marvels in despair,
To swell the mighty storehouse of things known.

In vain the sea expostulates and raves;
It cannot cover from the keen world's sight
The curious wonders of its coral caves.
And so, despite thy caution or thy tears,
The prying fingers of detective years
Shall drag thy secret out into light.

—*Ella Wheeler.*

A SUMMER TRIP

As Enjoyed by a Party of Wheeling People.

Editors Intelligencer:

A party of Wheeling folks have been spending several weeks at Eglon. We received mail three times a week and two of our party received the INTELLIGENCER, which was always gladly welcomed.

If you will permit us space in your columns, we would like to tell you of one of many pleasant trips we have had since our arrival. On Tuesday, the 2d of August, we started to "Black Water." There were sixteen in the party, including a baby about one year and a half old. I mention her as she added very much to our enjoyment during the trip.

We traveled over beautiful mountain scenery for about eight miles, passing only two or three houses in that distance. Once or twice we met children coming to Eglon and startled them by shouting good morning. At half-past nine we arrived at Mr. Mossers. There we were greeted in a very hospitable manner. On entering the house we saw the large fire place with its andirons, such as we read of, next the room that we ate our dinner in. Afterwards we visited the spring house, the cool spring, with ferns and ivy growing all around it. The cool water was very refreshing.

Well, dinner over and good byes said, we proceeded on our journey. The gentlemen went ahead of the party as Mr. Mosser had told them several trees had to be chopped down before our wagons could pass.

We met a mountaineer, a six-footer, who swung his arms like a windmill. He said: "No use talking about gitting that party through to here; it can't be done." But we laughed, thinking he did not know our persevering "Wheeling crowd," that we had named the F. F. (funny fifteen.) Then we came to a bridge partially made. Each gentleman carried a log to complete it sufficiently for us to pass over. We passed a saw mill. There were logs everywhere. The men laughed at the idea of our attempting such a trip with spring wagons, and ladies in the party; but we went on. The horses waltzed over the logs. No other word will describe such prancing. Then all had to get out of the wagons but the driver until they went down a steep mountain pass and crossed the North Branch. Some of us walked part way up the mountain, thinking it impossible to ride up such an elevation, but it did not take us long to discover that we had traveled over the best part of the road, so we got in the wagons again, expecting every minute to come out again—not of our own accord—as the wagons reeled and the horses tugged.

We had gone, as we thought, ten miles when we found a store box in the road. It was marked "Knox, Wheeling, W. Va." There was a lantern on the ground by it. We took possession of it, thinking that darkness might overtake us and we could make good use of it. A little further on we met two gentlemen returning from Black Water. They were walking, and were very communicative and pleasant. They told us the fishing was excellent; that they (a party of five) had been there for three weeks, and that they were from Pittsburgh.

The silence of the dense forest was only broken by the chopping down of trees, that hindered our passage. We felt as though we were prisoners. A little further on we met a man driving a sled containing the tent and fishing apparatus of the gentlemen we had passed. This gentleman told us he had no idea we would arrive at the river that night as it was impossible to travel after dark. It takes the most skillful driver in daylight to wind in and out among the trees; that he was glad he had gotten over the rougher portion by that hour. The horses began to show great weariness.

We would look around and number our party, the careful mule plodding along so comfortably. The girls and boys tramping along over stumps, in mud and around laurel bushes.

The scenery was perfectly lovely, but we were too tired to be satisfied with this continuation of beautiful scenery. Some wanted to stop and finish the journey the next day, but we went on, getting out every few minutes as we would see how the horses plunged and fell, and the wagons reeled. They would have to be lifted over many places, as the horses could not manage them. The shades of the evening were beginning to fall, when we heard a joyful shout, and supposed some of the gentlemen were in sight of the water.

After our horses falling several times more we had came to the conclusion that we would only have a wreck of our wagons to return with. We heard another shout and heard the gentlemen say, the river, the river.

After riding quite a distance we got our first glimpse of the river, but when in sight of it we had a very rough portion of the road to travel. We fairly held our breath going down to where they were. Two more trees had to be cut down, and our party, wagons and all had reached "Camp Thunder," and then passed on to "Camp Welcome," the one that had just been vacated by the gentleman we had passed on our way out. A huge fire had been lighted and our "little Sunshine" was singing as merrily as though she had never left home. Our coffee made and table set we had a capital supper, which we enjoyed hugely, as the mountain air had sharpened our appetites more than usual. Everything presented a weird appearance by fire-light. The gentlemen talked of bears and panthers and deers. We shuddered as we prepared our beds, imagining they would soon come creeping in our camp.

Early the next morning we were awakened by a gun shot. One of the gentlemen had shot a bird across the river.

Breakfast prepared, the gentlemen ate theirs and took their guns and fishing tackle and left us to go up the famous "Black Waters."

We fixed up our camp in a more presentable shape. (I will mention here, we named one camp "Garfield," but came away without marking it and cutting our names, as we intended. As the gentlemen said, our stay was too brief.)

The gentlemen told us of their hardships, how they had to wade in the water to their waists; that the guide had told them it was half a mile, but that they could prove it was five miles.

We agreed with them, though we always thought the miles in that section of country about three times as long as anywhere else.

The ladies thought it rather hard that they could not fish, and for consolation were promised a sight of more beautiful scenery.

We donned our bathing suits, and three couple marched right through the middle of the river. We had to wear shoes, the stones were so sharp. We left a merry party on the shore laughing at the comical sight we presented. One step the water would just cover our shoes, the next we would go into water up to our necks. We went on in this way for half a mile until we came to the rapids. It was a beautiful sight. I do not think the scenery at Niagara is more beautiful. The rushing of the waters and the large stones, from fifteen to twenty feet long. The shore on each side is a mass of large laurel in bloom, and the pine trees and vines was certainly a sight to be remembered.

We stopped on a large stone to rest. Our intention when starting out was to go to the "falls," which we were told were half a mile. As we had gone a mile and a half, we proposed to wait there until the gentlemen should go on and determine the distance. They were gone an hour, just stepping from stone to stone, and wading. They said the sight repaid them. The "falls" are over a precipice of 80 feet. We concluded we would not go back, as all were tired and ready to go back to the camp.

It is well named "Black Waters." The bed of the river is perfectly black and the water looks so, but is very pleasant to drink. For wild beauty the scenery cannot be excelled. We enjoyed our second sight of laurel there, as it was past blooming around Eglon.

Our journey back to the camp was a hard one. We would plunge into deep water continually, but how enjoyable it was.

When we came back we found some of the others bathing. Our invalid did not join them. How anxious we were about him, fearing the trip would "finish" him, but strange to say he improved, from then, all during his stay in the mountains. Each felt they could not speak of being delicate after standing such a trip.

After supper just as it was getting dark, a gentleman brought two horses past our camp to water them. He told us he had just brought provisions for a party of four from Marietta. They had walked from Mr. Mossers. He asked us if we had seen a lantern as we came out, that he had left one at a certain place. After some surprise among our party, one of them attempted a search for it, and discovered it in one of the wagons and returned it. He smiled very much when he left.

Our breakfast the next morning was almost beyond description. Two would consent to drink coffee out of the same tin, and discover that one used sugar and the other did not.

Our baby still continued in the best of moods. We left the camp about seven o'clock. The greater number started walking. We stopped at Camp Thunder, and greeted the party from Marietta. Some of our crowd had met them before. They told us it was their intention to remain ten days. It was their second visit there.

We traveled some distance with about a dozen of the party and one of the wagons, when we discovered we were not followed by the rest of the party and the other wagons. The lady who rode on the mule said she would return and make inquiry, as her husband was among the missing. We feared there had been a "breakdown," as we momentarily expected it.

We waited quite a while. Not a sound could be heard in that lone forest, but our own voices. For a little while our shouts were in vain. At last we were answered and relieved by hearing the sound of wheels. The rest arrived and told us their delay was caused by a horse losing a shoe, and they had stopped to put one on. We concluded it was dangerous to separate, and we kept together the rest of the way.

Our return trip was better in one respect. We did not have to wait so often for trees to be chopped down. We would walk until we felt almost exhausted and conclude we must ride, and as soon as we entered the wagon we felt how dangerous it was to ride. The top of one of the wagons, which was supported but slightly, was broken almost loose.

We stopped at Mr. Mosser's and were refreshed by the cool milk we had there. The remaining part of the ride did not seem long, as we were on a good road. We finally came in sight of one lovely farm house. Those of the family and others that were home gave a shout, and we all felt we would like to creep in unobserved and make a toilet before we were presented to the public again. We did not mind our appearance so much as long as we were in the the wagons, as we all looked alike.

Well, we made as hasty a toilet as possible and came to an excellent supper.

After supper the guitar was brought out and merry songs sung, and many of the party danced as though they had forgotten all the *weariness* of their journey.

The recollections of the trip will long be treasured by all. And we hope to go again next summer, but will go on horses, and take sleds to carry provisions. I doubt whether another party could hire persons in that country to take them to "Black Waters" in spring wagons. And some of *our* party think they have had enough of Black Waters for a lifetime.

ONE WHO ENJOYED THE TRIP.

FINANCIAL AND COMMERCIAL.

New York Money and Stocks.

NEW YORK, August 27.—MONEY—3a5 per cent; closing at 5 per cent. Prime mercantile paper 5a6 per cent. Sterling Exchange bankers' bills weak at $4 79½; demand $4 82½ on sight.

GOVERNMENTS—Generally firm: 4½s coupons advanced 1 per cent and 4s ⅜ per cent.

U. S. 6s extended	101½	Erie seconds	101
U. S. 5s, extended	101	Lehigh & Wilkes	101¼
4½s coupons	113⅜	St. P. & Sx. City firsts	111½
4s, coupons	114⅞	U. Pacific bonds lsts	117⅛
Pacific 6s of '95	130	U. P. Land Grants	119¼
Central Pacific, 1st	114	U. P. S. F. Bonds	123

RAILROAD BONDS—In the railroad bond market Boston, Hartford & Erie 1st advanced to 60½ from 56; Louisville & Nashville general mortgages 6s to 105, from 103½; Texas & Pacific land grant incomes to 76½, from 75½; Lake Erie & Western 1sts to 116, from 109. International & Great Western 1sts declined to 111, from 112, and incomes to 99, from 100.

STATE SECURITIES—In active demand.

Louisiana Consols	66½	Virginia 6s	37
Missouri 6s	113	Virginia consols, extra mat. coupons	80
Tennessee 6s	68½		
Tennessee 6s, new	67½	Virginia deferred	15

STOCKS—The market was irregular at the opening, but in the early dealings the entire list became strong and prices rose ¼ to 2½ per cent; Louisville & Nashville, Wabash, Western Union Telegraph, St. Paul & Northern Pacific preferred and Missouri Pacific being the most prominent. This was followed by a fractional reaction, and after midday speculation again became strong and a further advance of ¼ to 1¾ took place, the most marked in Denver & Rio Grande, C. C. & I., Union Pacific, New York Central, Chicago, Burlington & Quincy and Wabash Pacific. Subsequently a decline of ⅛ to 1¼ occurred, the latter in Chicago, Burlington & Quincy, which later rallied 1 per cent. The market closed at an advance of ⅛ to 1¾ per cent on the day's transactions. One million dollars in gold arrived from Europe this afternoon, and a large amount was forwarded by the Abyssinia, which sailed from Liverpool to-day.

Transactions, 272,000 shares.

Adams Express	135	New Jersey Central	92⅞
Alton & Terre Haut	38	New York Central	121¼
Do preferred*	95	Northern Pacific	38½
American Express	82½	Do preferred	79¼
B., C., R. & N.	80½	Northwestern	125
Canada Southern	63½	Do preferred	138
C., C. & I. C.	20	Ohio Central	24¼
Central Pacific	89¼	Ohio & Mississippi	34¼
Chesapeake & Ohio	26	Do preferred	102
Do 1st preferred	37½	Ontario & Western	29¼
Do 2d preferred	28	Pacific Mail	49
Chicago & Alton	128	Panama	*255
Do preferred	150	Peoria, Dec. & Ev.	35
C., B. & Q.	152½	C. & P.	138
Clevel'd & Columbus	87	Reading	61
Chic., St. L. & N. O.	72	Rock Island	133½
C., S. & C.	47	St. L. & San Fran.	45
Delaware & Hudson	73¼	Do preferred	68
Del., Lack. & West'n	122⅜	Do first preferred	104
Denver & Rio Grande	86	St. Paul	114½
Erie	42½	Do preferred	120
Do preferred	83½	St. Paul, M. & M.	100
Ft. Wayne	139	St. Paul & Omaha	39
H. & St. Joseph	93¾	Do preferred	101¼
Do preferred	113½	Texas Pacific	52
Harlem	240	Union Pacific	21
Houston & Texas	89¾	United States Ex.	68
Illinois Central	127½	Wabash Pacific	48
Ind., B. & W.	43¾	Do preferred	85¾
Kansas & Texas	39	Wells Fargo Ex.	125
Lake Erie & Western	55½	Western Union	87⅝
Lake Shore	126½	Caribou	2⅝
Louisville & Nash	98⅞	Central Arizona	1½
L., N., A. & C.	85	Excelsior	1¾
M. & C. 1st preferred	11¼	Homestake	19
Do 2d preferred	8	Little Pittsburgh	2½
Memphis & Charles'n	77¼	Ontario	35
Michigan Central	89¾	Quicksilver	14
Missouri Pacific	2½	Do preferred	58¼
Mobile & Ohio	33½	Silver Cliff	4½
Morris & Essex	123¾	Standard	20¾
Nashville & Chat.	74½	†Ex-Dvl. *Offered.	

NEW YORK, August 27.—Cotton irregular and nominal at 12¾a13c; futures dull. Flour firm; receipts 11,000 barrels; exports 7,000 barrels; superfine State and western $5 25a6 00; common to good extra $6 00a6 50; good to choice $6 60a7 75; white wheat $7 75a8 00; fancy $8 10a8 25; extra Ohio $6 00a7 50; St. Louis $6 00a7 50; Minnesota patent $6 75a7 75. Wheat inactive; receipts 254,000 bushels; exports 325,000 bushels; ungraded spring $1 27a1 31; No. 2 Chicago $1 38a1 39; ungraded winter red $1 16a1 23; No. 3, do $1 40a1 40¾; No. 2 $1 41½a1 44¾; steamer do $1 40½a1 41; No 1 red $1 46½; mixed winter $1 40; ungraded white $1 24a1 24½; No 1 do, $1 42½a1 42¾; steamer $1 40; No. 2 red August, sales 48,000 bushels, at $1 42½a1 42¾, closing at $1 42½; September, sales 304,000 bushels, at $1 44¼a1 45¾, closing at $1 45; October, sales 808,000 bushels, at $1 46½a1 47⅞, closing at $1 47; November, sales 128,000 bushels, at $1 40½a1 44¼, closing at $1 49½; December, sales 104,000 bushels, at $1 50¼a1 55½, closing at $1 51¾; No. 1 white September, sales 100,000 bushels, at $1 42. Corn dull, weak and lower; receipts 108,000 bushels; exports 40,000 bushels; ungraded 65a71½c; No. 3, 66a68c; steamer 70c; No. 2, 71½a71¾c; No. 2 white 79a79½c; yellow 73c; No. 2 August 71c; September 71½a71¾c, closing at 71¾c; October 72½a74c, closing at 73¾c; November 75½a76c, closing at 75¾a75⅞c. Oats higher and less active; receipts 54,000 bushels; exports 5,300 bushels; western 41a43c; white 41a48c. Hay in fair demand at 50a55c. Hops in fair demand at 12a16c; Eastern and Western 14a20c; New York State 19a21c. Coffee dull and unchanged. Sugar and molasses quiet and unchanged. Rice quiet and steady. Petroleum stronger; United 81½c; crude 6½a7½c; refined 7¾c. Tallow firm at 7a7½c. Rosin $2 10a2 17½. Turpentine strong at 59½c. Eggs, western fresh firm at 20c. Pork strong, higher and active; new mess $18 50a18 75. Beef dull, unchanged and steady. Cut meats, long clear $9 87½; short clear $10 12½. Lard active, but lower; prime steam $11 45a11 50. Butter, firm and in fair demand at 12a20c. Cheese dull and unsettled at 7a10½c.

PHILADELPHIA, August 27.—Flour firm; superfine $4 37½; Minnesota extra clear low at $5 50; good $6 75; straight $7 00; fancy $7 00; Ohio extra family good $7 25; fancy $7 50; Minnesota patents $7 75; choice $8 00; fancy $8 25; small lots wanted; white wheat patents winter same range. Rye flour scarce and firm at $5 75a6 00. Wheat unsettled and feverish; No. 2 red August $1 41a1 42a1 42½; October $1 45a1 45½; November $1 47½a1 48. Corn, less active at 73½c; steamer 72½a73c; No. 3, 72c; rejected 71½c; sail mixed August 69½a70c; September 70a70½c; October 70a73c; November 75a76½c. Oats, demand falling off; No. 2 white 55c; No. 3, 54c; rejected 52c; mixed 51½c. Provisions firm; mess pork $18 50a18 75; mess beef $15 00; hams, smoked, $13 00a14 00. Lard, city kettle, 12½a14c; steam, 11½a12c. Butter, in fair demand and steady; creamery extra, 28a29c; good to choice, 25a27c; New York and Bradford county, Pa., extra 25c; do firsts 22a21c; dairy extra 23c; good to choice 18a22c. Eggs, western fresh steady at 20a21c. Cheese, firm; full creamery, 11a11½c; fair to good 10½c. Petroleum firm; refined 7⅜c. Whisky firm and unchanged.

CHICAGO, August 27.—Flour steady and unchanged. Wheat active, firm, higher and irregular; occasionally excited; No. 2 red winter $1 32; No 2 Chicago spring $1 38 cash and August; $1 30¾ September; $1 28¾ October; $1 29½ November; $1 26½ year; sales at $1 26a1 30¾ September; $1 27a1 28¾ October; $1 28a1 29¾ November; No. 3, $1 18a1 20; rejected 80a87c. Corn closed lower at 61½c cash, August and year; 62a62½c September; 64c October; 65a65½c November; sales at 63½a64½c October; rejected 58c. Oats fairly active and a shade higher; 36½c cash; 36¾c August; 36½c September; 36½c October; 36¾c year. Rye steady and unchanged. Barley easier at $1 05. Flax seed firm and unchanged. Pork moderately active and higher at $18 00 cash and September; $18 17½ October; $17 80 year. Lard steady and unchanged at $11 30a11 32½ cash; $11 32½ September; $11 45a11 47½ October; $11 57½ November. Bulk meats steady and unchanged. Whisky $1 16.

CHICAGO, August 27.—The Drovers' Journal reports:

Hogs—Receipts 11,000 head; shipments 4,800 head. Market dull; good Yorkers firm; mixed packing 10c lower at $6 00a6 40; light $6 40a6 75; choice heavy $6 60a7 05; culls and grassers $4 50a6 25.

Cattle—Receipts 2,600 head; shipments 4,100 head. Market weak and dull. Exporters, none, quoted at $6 00a6 50; good to choice shipping $5 50a6 00; common to fair, including grassers, very dull at $3 80a4 80; fat butchers $2 25a3 90; veal calves $4 50a6 50; stockers and feeders $2 65; range of cattle slow; through Texans $3 00a3 75; half-breeds and natives $3 75a4 30; closed weak on all lower grades of cattle.

Sheep—Receipts 3,000 head; shipments, not given. Market weak and slow; good to choice $4 50a4 75; common to middling $3 25a3 75.

BALTIMORE, August 28.—Flour strong; city mills advanced 25c; others unchanged. Wheat, western, a shade off, closing strong; No. 2 winter red, spot and August $1 40a1 42¼; September $1 42¾a1 43; October $1 46½a1 46¾; November $1 49½a1 49¾. Corn, western easier and inactive; mixed spot and August 70½c; September 71½c asked; October 73¾a74c. Oats higher; western white 50a52c; mixed 48a50c; Pennsylvania 51a52c. Rye quiet at $1 10. Hay unchanged and firm. Provisions firm and unchanged. Butter firm; western grass 14a25c. Eggs easier at 18a19c. Petroleum nominal. Coffee quiet. Sugar steady. Whisky steady at $1 19½a1 20. Freights unchanged.

CINCINNATI, August 27.—Flour firm and unchanged. Wheat in good demand at full prices. No. 2 red winter $1 38. Corn in fair demand; No. 2 medium 66½c. Oats in fair demand, but at lower rates; No. 2 mixed 43a44½c. Rye quiet and unchanged. Pork nominally unchanged. Lard scarce and firm. Bulk meats strong; shoulders scarce and firm at $8 12½; clear rib $10 40, clear $11 12½. Whisky quiet and declined 1c, $1 14; combination sales of finished goods, 803 barrels, on a basis of $1 14. Butter firm and unchanged.

NEW YORK, August 27.—DRY GOODS—The jobbing trade is fairly active, but business only moderate with package houses. Cotton goods firm and unchanged. Prints and ginghams are doing fairly. Men's wear woolens quiet and steady. The Bulletin says black cambric rolled jaconets and prints are active.

NEW YORK, August 27.—METALS—Manufactured copper quiet and unchanged; new sheathing 24c; Ingot lake 19½a19¾c. Pig iron firm and quiet; Scotch $20 50a24 00; American $19 50a25 50. Russia sheeting $13 00a15 00. Nails, cut $3 15; clinch $4 65a5 65.

TOLEDO, August 27.—Wheat easier. No. 2 red, spot and August, $1 37; September $1 37¼; October $1 39½; November $1 41½; No. 3 red $1 28. Corn easier; No. 2, spot 64½c; October 65½c. Oats quiet; No. 2, 38½c.

NEW ORLEANS, August 27.—Cotton dull and irregular; middling 11½c; low 10½c; good ordinary 9½c. Net receipts 1,400 bales; gross 3,000 bales; sales 250 bales; stock 77,000.

NEW YORK, August 27.—WOOL—Demand fair and market firm; domestic fleeces 34a55c; pulled 20a40c; unwashed 12a33c; Texas 14a31c.

CINCINNATI, August 27.—HOGS—Firm; common and light $4 90a6 65; packing $6 25a6 75. Receipts 940 head; shipments 830 head.

PITTSBURGH, August 27.—PETROLEUM—Quiet; United certificates firmer at 81½c bid; refined 7½c for Philadelphia delivery.

NEW YORK, August 27.—LEATHER—Steady and in fair demand; Hemlock sole 22½a29½c.

ANTWERP, August 27.—Petroleum, 19¾f.

FINANCIAL.

BANK OF THE OHIO VALLEY.

CAPITAL.........$175,000

WM. A. ISETT.........President
WM. B. SIMPSON.........Vice-President

Does a General Banking Business.

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J. A. Miller,	John K. Botsford,
A. M. Adams,	Victor Rosenburg.
Henry Speyer,	

ma18 F. P. JEPSON, Cashier.

EXCHANGE BANK.

CAPITAL.........$200,000

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SAMUEL LAUGHLIN.........Vice-President

DIRECTORS.

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S. Laughlin,	W. Ellingham,
L. S. Delaplain,	A. W. Kelly.
John Frew,	

fe8 JOHN J. JONES, Cashier.

TRANSPORTATION.

PITTSBURGH, CINCINNATI & ST. LOUIS RAILWAY—PANHANDLE ROUTE

Time table for East and West corrected to JULY 31st, 1881.

Trains leave Panhandle Depot, foot of Eleventh street, near Public Landing, daily, except Sunday, as follows:

GOING EAST.

Wheeling Time.	Pitts. Exp's	East Exp's	Fast Exp's	Pac. Exp's	Ac-c'm'n
Leave—					
Wheeling	A. M. 6:52	P. M. 1:07	P. M. 4:52	A. M. 9:07	P. M. 5:52
Arrive—					
Wellsburg	7:27	1:41	5:26	9:31	7:28
Steubenville	8:00	2:15	6:05	9:55	8:10
Pittsburgh	10:00	3:40	7:35	....	....
Harrisburg	....	A. M. 1:40	A. M. 3:55	....	....
Baltimore	....	....	7:40	....	....
Washington	....	....	9:02	....	....
Philadelphia	....	5:15	7:35	....	....
New York	....	7:55	10:35	....	....
Boston	....	P. M. 6:10	P. M. 8:00	....	....

GOING WEST.

	Pac. Exp's	Cin. Exp's	West Mail	Ac-c'm'n	Ac-c'm'n
Leave—					
Wheeling	A. M. 9:07	P. M. 4:52	A. M. 6:52	P. M. 1:07	P. M. 5:52
Arrive—					
Steubenville	9:55	8:05	8:00	2:15	8:10
Cadiz	P. M. 12:10	7:55	....	....	....
Dennison	12:10	8:05	....	....	....
Newark	2:06	A. M. 1:08	....	....	....
Columbus	3:10	2:30	....	....	....
Leave— Columbus	3:40	2:45	....	A. M. 6:35	A. M. 10:00
Arrive— Dayton	6:30	8:00	....	10:30	P. M. 2:00
Cincinnati	8:00	6:55	....	11:23	3:00
Indianapolis	11:00	P. M. 12:20	....	P. M. 12:20	5:55
St. Louis	A. M. 7:30	8:10	....	8:15	....
Chicago	7:10	7:40	....	7:40	....

Sunday express leaves Wheeling at 8:52 A. M., arrives Wellsburg 9:26 A. M., Steubenville 9:55 A. M., making close connection for western points.

Trains leaving Columbus at 3:40 P. M. and 6:35 A. M., run daily. Through Chicago Express leaves Columbus daily, except Sunday, at 6:00 P. M., with sleeping car attached, arriving in Chicago at 7:30 next morning. Berths can be secured in advance at Union Depot Ticket Office, Columbus.

Pullman's Palace Drawing Room Sleeping Cars through without change from Steubenville East to Philadelphia and New York. West to Columbus, Cincinnati, Louisville, Indianapolis and St. Louis.

For through tickets, baggage checks, sleeping car accommodations, and any further information, apply to JOS. M. BELLEVILLE, Ticket Agent, at Panhandle Depot, foot of Eleventh street, or at City Ticket Office, under McLure House, Wheeling.

D. W. CALDWELL,
Gen'l Manager, Pittsburgh, Pa.
E. A. FORD,
Gen'l Pass. and Ticket Agent, Pittsburgh, Pa.

CLEVELAND & PITTSBURGH R. R.
CONDENSED TIME CARD.

GOING EAST AND WEST.

On and after November 7, 1880, all trains will run daily, except Sunday, as follows:

3 Through Trains to Pittsburgh.
2 Through Trains to Cleveland.
2 Through Trains to Chicago.

Pullman Parlor Cars between Wellsville and Cleveland.

Hotel and Sleeping Cars on all trains between Alliance and Chicago.

	Accom.	Mail.	Express.
Leave—			
Bellaire	5:55 A. M.	10:50 A. M.	1:55 P. M.
Bridgeport	6:05 "	11:00 "	2:05 "
Steubenville	7:04 "	11:57 "	3:01 "
Wellsville	8:10 "	1:30 P. M.	5:50 "
Rochester	9:15 "	2:25 "	6:40 "
Arrive—			
Pittsburgh	10:25 "	3:25 "	7:45 "
Altoona	....	8:45 "	12:20 A. M.
Harrisburg	....	12:55 A. M.	4:10 "
Baltimore	....	7:30 "	7:40 "
Washington	....	9:02 "	9:02 "
Philadelphia	....	4:15 "	7:40 "
New York	....	6:55 "	10:55 "
Boston	....	3:40 P. M.	6:10 P. M.

TO CLEVELAND.
Only five hours and twenty-five minutes.

	Accom.	Express.
Leave—		
Bellaire	5:55 A. M.	1:55 P. M.
Bridgeport	6:05 "	2:05 "
Steubenville	7:04 "	3:01 "
Alliance	1:00 P. M.	5:19 "
Ravenna	1:40 "	5:58 "
Hudson	2:09 "	6:20 "
Cleveland	3:15 "	7:25 "

TO CHICAGO.
Only eighteen hours.

	Accom.	Express.
Leave—		
Bellaire	5:55 A. M.	1:55 P. M.
Bridgeport	6:05 "	2:05 "
Steubenville	7:04 "	3:01 "
Yellow Creek	....	3:48 "
Alliance	1:20 P. M.	5:35 "
Mansfield	5:40 "	9:20 "
Ft. Wayne	12:08 A. M.	2:40 A. M.
Chicago	6:00 "	8:00 "

STEUBENVILLE ACCOMMODATION.—Leaves Bellaire at 4:40 P. M., Bridgeport 5:00 P. M. Arrives at Steubenville at 6:05 P. M.; leaves Steubenville at 7:50 A. M.; Bridgeport at 8:52 A. M.; arrives at Bellaire at 9:07 A. M.

Tickets and baggage checks to all principal points in the East and West can be procured at the Ticket Office in Bridgeport.

F. R. MYERS,
General Passenger and Ticket Agent.

BALTIMORE & OHIO RAILROAD CO.

On and after May 22, 1881, passenger trains will run as follows—Wheeling Time:

EAST BOUND.	No. 9.	No. 1 Daily	No. 7*	No. 3 Daily
Leave—				
Wheeling	P. M. 3:10	A. M. 8:50	A. M. 6:55	P. M. 5:15
Bellaire	....	9:00	10:00	5:20
Arrives at—				
Grafton	P. M. 7:30	P. M. 1:00	A. M. 11:30	P. M. 9:25
Cumberland	....	4:47	P. M. 4:32	A. M. 1:30
Washington City	....	9:50	....	6:30
Baltimore	....	10:60	....	7:40
Philadelphia	....	3:08	....	P. M. 1:15
New York	....	6:25	....	4:00
Boston	....	4:20	....	A. M. 6:15

*Daily except Sunday.
No. 7 and No. 9 stop at all Stations.

WEST BOUND.	No. 6*	No. 2 Daily	No. 8 Daily	No. 10 Daily
Leave—				
Wheeling	P. M. 3:55	A. M. 9:05	P. M. 1:30	P. M. 11:15
Bellaire	4:45	10:10	2:10	11:50
Arrive at—				
Zanesville	8:10	P. M. 1:00	4:45	A. M. 3:17
Newark	....	2:00	5:40	4:35
Columbus	....	3:30	7:25	6:10
Cincinnati	....	8:00	A. M. 6:55	11:10
Sandusky	....	7:00	....	A. M. 10:00
Indianapolis	....	11:00	P. M. 12:35	P. M. 12:55
St. Louis	....	A. M. 7:30	7:55	9:00
Chicago	....	7:50	A. M. 8:00	P. M. 8:00
Kansas City	....	9:25	8:30	9:40

B. & O. Palace, Drawing Room and Sleeping Cars on all night trains.

Close connections are made for all points South and Southwest, North and Northwest, making this a desirable route for colonists and persons moving to the great West, and to whom particular attention is given.

WHEELING, PITTS. AND BALTIMORE, DIV.

Leave Wheeling.....6:25 A. M., 1:40 P. M., 5:10 P. M.

No trains run on this Division on Sunday.

Tickets to all principal points on sale at Depot. Office open at all hours during the day.

Information to the traveling public cheerfully given.

W. M. CLEMENTS, M. of T.
R. T. DEVRIES, Gen'l Agent, Wheeling.

LEGAL NOTICE.

SHERIFF'S SALE OF VALUABLE REAL ESTATE.

By virtue of the authority vested in me by a decree of the Circuit Court of Marshall county, W. Va., made in the chancery cause of L. D. Purdy and wife vs. Catharine Lindsey and others, and entered on the 23d day of July, 1881, I will proceed to sell, at public auction, to the highest and best bidder, at the front door of the Marshall county Court House,

ON SATURDAY, THE 10th DAY OF SEPTEMBER, 1881,

the following real estate of which Elisha Lindsey died seized, situated in and near Moundsville, Marshall county, W. Va., as follows, to-wit: Lot No. 1 fronting on the Ohio river, and running back on the river hill, containing 248 acres, being the land conveyed to Elisha Lindsay by David Roberts and wife by deed dated September 24th, 1845, and by John H. Smith and wife by deed the 16th day of March, 1868. This is a very desirable farm and lays well, except that part fronting the river. A large part of it is cleared and in a good state of cultivation. Lot No. 4, containing 214 acres adjoining lot No. 1, and is known as the "Venus Farm." This farm lays very well and is mostly cleared and in a good state of cultivation, and is a first class grazing farm. Lot No. 106 as designated on the plot of Elizabeth Tomlinson's addition to Elizabethtown, being the same lot deeded to Elisha Lindsey by Patterson Taylor by deed dated the 1st day of March, 1867. Lot No. 58 in the same addition to Elizabethtown, being the same lot conveyed to Elisha Lindsey by John Anderson and wife by deed dated the 29th day of April, 1839. Lot No. 6 being one and three-quarter acres, more or less, adjoining the B. & O. R. R. depot. This is a very valuable piece of property on account of its location. It is desirable for building lots, and is valuable for the large vein of sand of a very superior quality. Lot No. 3 being a brick warehouse and small lot of ground at the mouth of Pig Grave creek, and on the north bank, extending to the Ohio river.

The title to all the above parcels and lots of land is believed to be perfect.

TERMS OF SALE.—One-fourth of the purchase money cash in hand, and as much more as the purchaser may elect to pay; one-fourth in one year, one-fourth in two years, and the remaining fourth in three years, the deferred payments to bear interest from the day of sale. The purchaser will be required to give bonds with good security for the deferred payments, and the title will be retained until the purchase money is all paid, or if the purchaser choose, he may secure the payments by a deed of trust on the premises.

Sale to begin at 10 o'clock A. M.

J. B. HICKS,
au19 Sheriff and Commissioner.