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PUNCH ON "SOCIAL TEST WORDS."

Under the heading, "Test Words," followed by a note to the effect that an American writer in the *Critic* has an article on this subject, London *Punch*, of September 16, prints the following couplets:

Two "social questions" soon we may expect
Will, in two continents, raise a social storm;

Is it correct to say a thing's "correct"?
Is it good form to use the phrase "good form"?

Or will both go with those who finely feel
The way of "gentlemanly" and "genteel"?

Shall *Punch* attempt to settle it? No, thanks!
He rather thinks he'll leave it to the Yankee.

What matters it about our played-out tongue?
(In which some good things have been said and sung.)

Let those the war of "Saxon versus Slang"
guage,
Who have the charge of "the American language."

That has a future (Howells' law and Fate's!)
"The language of the great United States."

(Unless through cant and coarseness it grows rotten)
The world will speak when "English" is forgotten.

TORE DOWN THE FLAG.

Stars and Bars Taken from the Famous War Engine, "The General," at the World's Fair—A Thrilling War Story Recalled.

Chicago Inter-Ocean.

In the center of the transportation building annex stands the celebrated war locomotive, "General." On July 4 this engine was gayly decorated with flags and in the most conspicuous place was placed the stars and bars of the late southern confederacy.

Some time last Wednesday night the rebel flag disappeared from the "General" and has not been found since. Persons in charge of the engine say that the flag must have stolen by some relic hunter rather than removed by some one who intended a rebuke.

O. W. Dean, superintendent of the Air Brake-pressure Regular company, which has an exhibit immediately next to the engine, who is the custodian of the books that explain the "General's" history, was the first person to be informed of the disappearance of the flag. Thursday morning Jim Ryan, a colored youth who looks after the personal appearance of the engine, told Mr. Dean that the flag had been stolen the night before. The two searched high and low for it, but it cannot be found.

IS A THRILLING STORY.

The history of the "General" and of the confederate flag with which it was decorated lend interest to the disappearance of the flag. The "General" is the locomotive that was stolen by the "Andrews raiders" during the war. These raiders consisted of twenty-one federal scouts from the Second, Twenty-first and Thirty-third Ohio regiments, and were sent in disguise, under the leadership of J. J. Andrews, of Kentucky, within the confederate lines.

The object was to capture a train on the Western & Atlanta railroad, the state railroad of Georgia, and burn the bridges between Atlanta and Chattanooga, thereby severing communication between the source of reinforcements and supplies and the actual seat of the war in Tennessee. To cripple this line of road would practically cut the confederacy in two. Mitchell's forces, acting in concert with the Andrews raiders, would, the moment the bridges south of Chattanooga were destroyed, move upon that point and one stroke hold possession of the military key of the campaign. It was considered as deeply laid a scheme as was ever concocted.

The raiders, disguised in citizens' clothes, left the federal encampment at Shelbyville Monday evening, April 7, 1862, and proceeded in detachments of two and three across the Cumberland mountains and the Tennessee river. They arrived the next Friday evening at Chattanooga in time for the southbound train to Mrrietta. To allay suspicion en route they represented themselves as ardent secessionists from Fleming county, Kentucky, going to espouse the Confederate cause.

THEY CAPTURED THE TRAIN.

They spent Friday night at Marietta and took the early Saturday morning train back to Chattanooga. At Big Shanty Conductor Fuller and his men stopped for breakfast, and no sooner were they out of sight than two box cars connected with the train were uncoupled; the throttle of the engine General pulled and the raiders flew northward at full speed with their captured prize.

Conductor Fuller ran after the fugitives on foot until he found a hand car, which enabled him to get an engine at Etowah river. He pressed on in pursuit, and the raiders were detained by a blockade at Kingston Junction. Fuller secured the powerful engine "Texas" and followed at the rate of a mile a minute. The race that ensued was probably the most exciting locomotive race ever made. Near Ringgold the raiders were forced to abandon the "General" for lack of water and fuel.

The raiders were pursued through the woods by armed men and bloodhounds and all were captured. Eight of them, among whom was Andrews, were hanged, eight others escaped, and six were exchanged.

Prof. E. Warren Clark, for a number of years in the employ of the Japanese government as a professor of chemistry, got the engine for the fair through the general passenger agent of the Nashville & Chattanooga road, which leases the Western & Atlantic. It has attracted a great deal of attention at the exposition, and on July 4 Mr. Clark decorated it with flags.

HAD A WONDERFUL HISTORY.

One of the flags was a confederate one secured from Libby prison. It floated over the scaffold from which Andrews was hung. On this account it had a special interest in connection with the "General," and it was given the post of honor. A large oil can was placed on top of the engine, and to this can the flagstaff was made fast.

Many persons often inquired about the flag, and not a few old soldiers have asked Mr. Dean why the confederate flag should be floated above the stars and stripes. Mr. Dean always replied that the flag was a valuable relic, and was put high up on the engine to keep it out of the hands of visitors.

However, the flag disappaared Wednesday night.

"It must have been stolen by relic hunters," said Mr. Dean, yesterday.

Among the other flags that were on the "General" were three of the Union that were planted over the graves of the hanged men in Atlanta.

A great effort is being made to discover the man who took the flag, but so far it has been unavailing. In the department of transportation the opinion is held that the flag must have been taken by some one who objected to its prominence. At any rate the incident is liable to result in much fuss.

A Siberian Tiger Hunt.

Harper's Young People.

It is quite a remarkable fact that the tiger, which we ordinarily expect to find only in African wilds or Indian jungles, also roams through Siberia's northern latitudes, as the laborers employed on the Trans-Siberian railroad have recently had excellent opportunity to discover. The terror caused by these marauding monsters was so great, and they carried off so large a number of workmen, that work had to be stopped some months ago until a plan for protection should be devised. Finally the governor of Eastern Siberia decided to send for a corps of marksmen to systematically hunt down these terrible tigers and rid the vicinity of them forever. I must explain that to most Siberian regiments are attached companies of sharp-shooters. These are picked men. They are raised in the wilds of Siberia, and from childhood are accustomed to the use of fire-arms and to hunting.

When tha governor called for aid against the tigers, every man who belonged to an Othotnik corps wanted to volunteer. Finally, after much competition, three officers and four men were selected for the task. Their names were Sub-Lieutenants Truboff, Schmidt and Malckevsky, Corporals Stepanoff and Aksenoff and Privates Neutessoff and Bychoff. They were drawn from the third and fourth battalions, Siberian Rifles.

On July 15 last the soldiers struck the trail of a beast whose movements they had been watching for several days. The pursuit led them into a wooded district some distance from the railroad camp, and towards nightfall, finding themselves belated, they resolved to halt and bivouac. First of all, they built a cherry fire, and were standing in a circle around the ruddy blaze, when an ominous crackling noise in the brushwood caused each man to grasp his rifle. In another instant, almost before they had time to think, the underbrush parted, and like a flash there sprang out of the gloom the brilliant-striped terrible form of a gigantic man-eater. Falling like an avalanche upon Truboff, the ferocious animal bore him to the ground, fastened its teeth in his left shoulder, and would soon have crushed out his life, but for the courageous action of his comrades. Aksenoff threw himself flat upon the ground, and taking exact aim, sent a ball through the tiger's eye. Had his hand once faltered, he must have killed or maimed poor Truboff, who lay prone and helpless in the animal's grasp. Hardly had Aksenoff's bullet gone home, when Private Schmidt, rushing forward, buried his long hunting-knife in the beast's neck directly below the skull. Truboff was saved, and the dead tiger carried in triumph to camp. By this time its magnificent skin has become the property of the governor of Eastern Siberia, who will keep it as a trophy. The two brave privates will be rewarded with promotion.

Discrimination in "Playing Pieces."

Harper's Bazar.

Let every girl remember, too, that though her teacher wishes her to study the C sharp minor sonata, and is about to introduce her to the earlier concertos of its great composer, yet she does not desire her to perform them to any audience, however informal, for many months to come. How reasonable all this would appear to parents and pupils in any other department than music! What preposterous presumption it would seem to the most crude father or mother for their son or daughter to act the part of Coriolanus or King Lear, Ophelia or Beatrice, because those characters were being studied in school! Even to read a role in a Shakespeare club requires much skill; but to attempt to portray the complexity of mind and heart and spirit involved in any one of the dramatist's chief personages requires a scope of experience, drill, and an artistic address ludicrously beyond youth.

But just as uncommon as the demand of this sort is, so is that common which is made by parents, friends and companions of the young amateur in music. Mozart sonatas, Schumann fantaisies, Liszt transcriptions, are all asked for with equal nonchalance. Upon you, yourselves, and upon your teachers, therefore, boy and girl, young woman and young man, amateurs, lies the responsibility of discrimination. Venture first to interest, then to be admired; choose objective rather than subjective compositions—and if you don't quite know what is meant by that, go this morning and ask your teacher to tell you. Contrast two short, sometimes even three very short, pieces to play at one sitting, rather than any one long composition. Be sure that you yourself know what impression you intend them to make upon your listeners, and don't wait until you feel that you have actually attained your ideal of them before playing them; the fact that you are on the way to the attainment of it is the important thing. Then every separate performance of it will clarify your own conception, and increase the possibility of your complete mastery of it.

Don't shrivel into a heap of sentimental sensitiveness if somebody tells you when you have done that he thinks one of the pieces "awfully nice," but he doesn't "like the other at all." Remember that man, and try to play to him again before the winter is over. You have attracted his attention; you have interested him enough for him to have an opinion; that is a great achievement for a young player or singer. Then go home and look carefully at the piece which he didn't "like at all." If, after due consideration, you still think your choice of it was good, and the position in which you placed it the best within your power at your present stage of progress, then seek an opportunity to play it to that man again; try it repeatedly upon others; and you will, not unlikely, before the season is over, have the singular and amusing experience of hearing that Mr. So-and-so has told some friend of his and yours to ask you for that very piece!

THE Wheeling Drug Company has secured the agency for the sale of Max Klein's famous Silver Age Pure Rye Whiskey for this vicinity at wholesale. This whiskey has achieved an enviable reputation as an absolutely pure stimulant. It is totally free from fusel oil and all other deleterious substances, and is well matured. It is recommended and prescribed by the best physicians in the country, and is in use in many hospitals. It is put up in cases containing one dozen full quarts or two dozen full pints, specially for the drug trade. It is for sale at retail at $1.50 per full quart.

Great Triumph.

Instant relief experienced and a permanent cure by the most speedy and greatest remedy in the world—Otto's Cure for throat and lung diseases. Why will you continue to irritate your throat and lungs with that terrible hacking cough, when Logan Drug Co., sole agent, will furnish you a free sample bottle of this great guaranteed remedy? Its success is simply wonderful, as your druggist will tell you. Otto's Cure is now sold in every town and village on this continent. Samples free. Large bottles 50c. 3

Take the Baltimore & Ohio to Chicago.

Excursion tickets now on sale via the Baltimore & Ohio at reduced round trip rates, good returning until November 5, 1893. Trains leave Wheeling, eastern time, at 6:50 a. m. and 1:25 p. m. daily, and at 3:50 p. m., *except Sunday*. For sleeping car accommodations and other information enquire of Baltimore & Ohio agents.

FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK Oct. 16.—Money on call easy at 1½@2 per cent; last loan 1½ per cent; closed offered at 1½ per cent. Prime mercantile paper 6@9 per cent. Sterling exchange steady at $4 81¾@4 86. Sales of stocks to-day were 163,400 shares.

The general market at the opening was irregular, but in the main lower. A rumor purporting to have emanated from London to the effect that Atchison, Topeka & Santa Fe Railroad Company had met with failure in the negotiations looking to the extension of the guarantee fund notes, broke the stock of the corporation 3½ per cent at the opening, and being followed by hints of a probable receivership caused a further reaction of 3½ per cent. Denver & Rio Grande preferred was another stock showing a decline of 1¾ per cent and reacting ½ per cent additional, closing at a recovery of ½ per cent. With exception of the two stocks named, the market quickly recovered from the depression, and on active purchases prices rose ½@2 per cent, whisky leading on reports of a settlement between the distilling and distributing companies, by which the first named is to obtain control of the distributing company. Before noon realization sales and a small bear raid weakened the entire list, and many shares lost the greater part of the improvement. During the afternoon the market lapsed into dull, and the dealings grew irregular. The close was fairly firm, prices being pretty evenly divided on each side of the market.

Railroad bonds were weak.

Government and state bonds dull and steady.

BONDS AND STOCK QUOTATIONS—CLOSED BID.

U. S. 4s reg	113¾	Nashville & Chatt	57
U. S. 4s coupon	114¼	New Jersey Cent	106½
U. S. 4½ reg	98	Norfolk & West p'd	19½
Pacific 6s of '95	102	Northern Pacific	6½
Atchison	17¼	do preferred	19½
Adams Express	140	Northwestern	100½
American Express	110	do preferred	138¼
Baltimore & Ohio	65½	New York Central	100½
Canada Pacific	75¼	Oregon Improve't	8
Canada Southern	47	Oregon Nav	20
Central Pacific	18¼	Pacific Mail	14
Chesapeake & Ohio	15¼	Pittsburgh	140
Chicago & Alton	135	Pullman Palace	166
Chi. Bur. & Quincy	79½	Reading	17⅝
Chicago Gas	59¼	Richmond Term	28
C., C., C. & St. L.	52½	do preferred	14½
Col. Coal & Iron	10	Rock Island	61½
Cotton Oil Certific.	34½	St. Paul	57½
Del. & Hud	120	do preferred	115½
Del., Lack. & West.	152¾	St. Paul & Omaha	29½
Den. & R. G. pref'd	28½	do preferred	100
Erie	13½	Sugar Refinery	90⅝
do preferred	26	Tenn. Coal & Iron	14½
Fort Wayne	146	Texas Pacific	6
Illinois Central	99½	Tol. & O. Cen pref.	63¼
Kansas & Tex. pref.	18½	Union Pacific	16⅞
Lake Erie & West	15	U. S. Express	50
do preferred	66	W., St. L. & P.	7
Lake Shore	121	do preferred	14¼
Lead Trust	26	Wells Fargo Ex.	130
Louisville & Nash.	44	Western Union	81¼
Memphis & Chas.	10	Wheeling & L. E.	12⅞
Michigan Central	99	do preferred	41¼
Missouri Pacific	22¼		

Breadstuffs and Provisions.

CHICAGO, Oct. 16.—A complete change in the wheat pit late in the session was the feature of trade to-day. Dispatches reported thirty boat loads for export at New York. Anything like liquidation after an early extraordinary rush of selling caused shorts to become good buyers. A great lot of wheat was recovered. The trade started in with a panicky feeling on weak and lower cables, prospect of a great increase in the visible supply of wheat and the very heavy northwestern arrivals. It was a bull market the last hour, and the final quotations were ⅛ to ¼c over Saturday's close.

Corn was well bought at somewhat lower prices at the start and closed with a net gain of ⅝c.

Oats dull and lower.

Provisions about unchanged.

Flour quiet and unchanged.

WHEAT—Cash No. 2 spring 61½c; No. 3 spring 59c; No. 2 red 61¾c; October 60⅝@61⅛@61¼c; December 62¼@61⅝@64c; May 70@71⅛@71⅝c.

CORN—Cash No. 2, 37½c; October 37⅛@37⅛@37½c; November 37¼@38⅛@38c; December 36⅞@37⅛@37⅝c; May 40¾@41⅛@41⅝c.

OATS—Cash No. 2, 26½c; October 25⅞@26⅛@26¼c; November 25⅞@26⅛@26⅛c; December 26¼@27⅛@27⅝c; May 30⅛@30⅝@30¾c.

RYE—No. 2, 42c.

FLAXSEED—$1 02¼.

TIMOTHY SEED—$1 30.

MESS PORK—Cash $17 50@18 00; October $16 00; January $14 17½@14 37½@14 25.

LARD—Cash $9 55@9 60; October $9 50@9 55@9 55; November $9 10; January $8 35@8 45@8 42½.

SHORT RIBS—Cash $9 45@9 50; October $8 40@8 45@8 45; January $7 32½@7 47½@7 45; shoulders $7 0@7 25; short clear $9 25@9 50.

WHISKY—$1 14.

BUTTER—Firmer; creameries 25@29c; dairies 19@24c.

EGGS—19½@20c.

NEW YORK, Oct. 16.—Flour receipts 3,000 barrels; exports 21,000 barrels; sales 15,000 barrels; market weak. Wheat, receipts 187,000 bushels; exports 72,000 bushels; sales 8,000,000 bushels of futures and 256,000 bushels of spot; spot market lower; No. 3 red 67c; options steady and lower; No. 2 red January 69⅝@70⅛@70⅛c; February 71⅛@72@72c; May 75@75⅛@75c; October 66½c; November 66⅝@67¼@67½c; December 68@69⅛@69c. Corn, receipts 45,000 bushels; exports 68,000 bushels; sales 690,000 bushels of futures and 50,000 bushels of spot; market lower; ungraded mixed 46⅝@47½c; October 46@46⅛@46c; December 46¼@46⅝@46⅝c; May 47⅞@48¼@48¼c. Oats, receipts 87,000 bushels; exports 1,000,000 bushels; sales 540,000 bushels of futures and 84,000 bushels of spot; spot market firm and lower; October 32¼@32⅞@32⅞c; November 32½@32⅞@32⅞c; December 32½c; May 33½@35⅞@35⅞c; No. 2 Chicago 33½c; No. 3 white 35½c; mixed western 31@34½c. Hay steady; shipping 55@56c; good to choice 60@65c. Hops steady; state, common to choice 19@23c. Hides steady. Cut meats easier. Lard quiet; western steam and October $10 20; November $9 70; January $8 95. Pork nominal; extra mess $19 50@19 75; family $20 00@21 00. Butter easier; State dairy 21@27c; do creamery 28@29½c; western dairy 17½@22c; do creamery 28@29c. Cheese steady. Eggs firmer; state and Pennsylvania 22½@23½c; western fresh 21@22½c. Tallow easy. Turpentine strong. Rice steady. Molasses steady. Coffee steady at 15@35 points up; October 17.30@17.40c; November 16.80@16.85c; December 16.40@16.50c; January 16.20@16.25c; March 15.85@15.95c; May 15.60@15.65c; spot firm at 18½c. Sugar steady.

CINCINNATI, O., Oct. 16.—Flour weaker; fancy $2 90@3 00; family $2 25@2 40. Wheat weaker; No. 2 red 60c; receipts 1,500 bushels. Corn active and lower; No. 2 mixed 41c. Oats weak and lower; No. 2 mixed 29½c. Rye dull and easier at 50c. Pork easy at $16 75. Lard dull at $8 25. Bulk meats dull at $9 37½. Bacon heavy at $11 50. Whisky steady at $1 14. Butter dull; fancy Elgin creamery 31c; Ohio 28c. Sugar quiet; hard refined 5⅝@6c. Eggs steady at 16½c. Cheese dull; prime to choice Ohio flat 10@10½c. Linseed oil firm at 28c.

PHILADELPHIA, PA., Oct. 16.—Flour weak. Wheat lower; No. 2 red spot and October 64a 64½c; November 65@65½c; December 66⅛@67c; January 68@68⅝c. Corn steadier; No. 2 mixed spot October and November 45½@45¾c; January 44¼@45½c. Oats weaker; October 35¼@35½c; November and December 35@35¼c; January 35¼@35c. Butter dull; western creamery extra 27c; prints extra 28c. Eggs quiet, western 21@22c.

TOLEDO, O., Oct. 16.—Wheat active and higher; No. 2 cash and October 61½c; November 62½c; December 64½c; May 72c. Corn dull; No. 2 cash 40c. Oats quiet; cash 29c. Rye dull; cash 47c. Cloverseed dull and steady; prime cash $5 35; October and November $5 30; January $5 50.

BALTIMORE, MD., Oct. 16.—Wheat, spot and October 66½c; December 67¼@67½c; May 74½c. Corn, spot 45¾@46c; October and December 46¼@46c; year 41½c. Oats steady. Other unchanged.

Live Stock.

CHICAGO, Oct. 16.—Cattle, receipts 22,000 head; market steady and stronger; good to extra natives $5 0@5 50; medium $4 50@4 80; Texans $2 40@2 55; westerns $2 80@3 15. Hogs, receipts 25,000 head; shipments 2,000 head; market active and steady; rough and common $6 25@6 30; mixed and packers $5 40@6 50; prime heavy $5 60@6 80; light $6 80@6 85. Sheep, receipts 25,000 head; shipments 2,300 head; market slow at 10@15c lower.

EAST LIBERTY, PA., Oct. 16.—Cattle, receipts 4,260 head; shipments 1,960 head; market steady and unchanged. Hogs, receipts 5,600 head; shipments 3,800 head; market slow; mixed and tops $7 00@7 15; good Yorkers $6 80@6 90; common to fair $6 50@6 70. Sheep, receipts 6,000 head; shipments 2,500 head; market very dull; prices, 25c off from last week.

CINCINNATI, O., Oct. 16.—Hogs active and stronger at $5 60@6 90; receipts 3,000 head; shipments 2,000 head.

Petroleum.

OIL CITY, PA., Oct. 16.—Opened and highest 69¼c; lowest 66⅝c; closed at 69¼c; sales 5,000 barrels; shipments 225,598 barrels; runs 105,316 barrels.

NEW YORK, Oct. 16.—Petroleum dull and steady; no sales; closed 69¾@70c asked.

PITTSBURGH, PA., Oct. 16.—Nothing doing in oil; 69¼c asked.

Dry Goods.

NEW YORK, Oct. 16.—There is a fairly active movement in cotton goods. Shirtings were quiet, sheetings steady, tickings in reduced supply and fairly active demand; flannels, quilts and curtains goods barely steady. Prints and printed fabrics quiet, with spring goods coming into notice slowly.

Metals.

NEW YORK, Oct. 16.—Pig iron dull: American $12 25@15 00. Copper dull; lake $9 50. Lead quiet; domestic $3 30. Tin firm; straits $20 80.

Cotton.

CINCINNATI, O., Oct. 16.—Cotton firm; middling 8¼c.

Wool.

NEW YORK, Oct. 16.—Wool steady.

The Golden Secret of Long Life.

Keep the head cool, the feet warm and the bowels open. Bacon's Celery Cure is a vegetable preparation and acts as a natural laxative, and is the greatest remedy ever discovered for the cure of dyspepsia, liver complaint and all blood, liver and kidney diseases. Call on Logan Drug Company, sole agent, and get a trial package free. Large size 50c. 2

SWIFT'S SPECIFIC

For renovating the entire system, eliminating all Poisons from the Blood, whether of scrofulous or malarial origin, this preparation has no equal.

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"For eighteen months I had an eating sore on my tongue. I was treated by best local physicians, but obtained no relief; the sore gradually grew worse. I finally took S. S. S., and was entirely cured after using a few bottles."
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TIME CARD.

Via Elyria and the Lake Shore Route.
JULY 2, 1893.

STATIONS.	34	36	38
Eastern Time.	a. m.	a. m.	p. m.
Lv. Wheeling	.....	5 40	1 40
Martin's Ferry	.....	6 02	2 02
Bellaire	.....	6 02	1 05
Bridgeport	.....	6 10	2 10
St. Clairsville	.....	.....	2 00
Flushing	.....	7 11	3 11
Freeport	.....	7 37	3 37
Uhrichsville	5 40	8 12	4 10
New Philadelphia	6 00	8 31	4 31
Canal Dover	6 07	8 38	4 38
Beach City	6 30	9 01	5 01
Justus	6 37	9 09	5 08
Masillon	6 55	9 27	5 26
Canal Fulton	7 14	9 44	5 45
Warwick	7 20	9 52	5 54
Sterling	7 42	10 15	6 17
Seville	7 47	10 21	6 43
Medina	8 05	10 41	6 43
Grafton	8 32	11 05	7 12
Elyria	9 05	11 30	7 45
		p. m.	
Lorain	7 40	1 30	5 10
Ar. Cleveland	10 10	12 15	8 35
	p. m.		a. m.
Buffalo	5 45	6 20	3 05
	a. m.		p. m.
Albany	3 05	3 05	2 10
New York	7 50	7 10	7 00
Boston	10 50	10 50	8 30
Norwalk	.....	.....	8 57
	p. m.		
Sandusky	12 27	12 27	.....
Toledo	1 45	1 45	10 50
			a. m.
Detroit	6 30	6 30	8 00
Chicago	9 00	9 00	7 35

Trains No. 37 and 38 have Sleeper between Wheeling and Chicago.

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Pennsylvania Lines.

Trains Run by Central Time.

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SOUTHWEST SYSTEM—"PAN HANDLE ROUTE."

*DAILY. †DAILY EXCEPT SUNDAY.

FROM WHEELING TO	LEAVE	ARRIVE
Wellsburg and Steubenville	†6:30 am	*9:25 pm
McDonald and Pittsburg	*6:30 am	†9:52 pm
New Cumberland	6:40 am	7:35 am
Indianapolis and St. Louis	*8:10 am	*5:25 pm
Columbus and Cincinnati	*8:10 am	*5:25 pm
Wellsburg and Steubenville	*8:10 am	*5:25 pm
Philadelphia and New York	*12:10 pm	*2:40 pm
Steubenville and Pittsburgh	*12:10 pm	*2:40 pm
Columbus and Chicago	*12:10 pm	*2:40 pm
Philadelphia and New York	*2:55 pm	*10:35 am
Baltimore and Washington	*2:55 pm	*10:35 am
Steubenville and Pittsburgh	*2:55 pm	*10:35 am
Steubenville and Dennison	*2:55 pm	*10:35 am
Wellsburg	4:20 pm	5:55 pm
Indianapolis and St. Louis	†8:45 pm	†6:15 am
Dayton and Cincinnati	†8:45 pm	†6:15 am
Steubenville and Columbus	†8:45 pm	†6:15 am

Northwest System—Cleve. & Pitts. Division. Trains run daily, except Sunday, as follows:

FROM BRIDGEPORT TO	LEAVE	ARRIVE
Ft. Wayne and Chicago	4:00 am	6:45 pm
Canton and Toledo	4:00 am	6:45 pm
Alliance and Cleveland	4:00 am	6:45 pm
Steubenville and Pittsburgh	4:00 am	8:15 pm
Steubenville and Wellsville	8:45 am	2:00 pm
Steubenville and Pittsburgh	10:12 am	10:30 pm
Ft. Wayne & Chicago	1:00 pm	6:45 pm
Canton and Toledo	1:00 pm	6:35 pm
Alliance and Cleveland	1:00 pm	2:00 pm
Steubenville and Wellsville	1:00 pm	6:45 pm
Philadelphia and New York	2:44 pm	5:00 pm
Baltimore and Washington	2:44 pm	5:00 pm
Steubenville and Pittsburgh	2:44 pm	5:00 pm
Steubenville & East Liverpool	6:11 pm	7:55 am

RAILWAY TIME CARD.

Arrival and departure of trains on and after August 7, 1893. EXPLANATION OF REFERENCE MARKS: *Daily; ‡Sunday excepted; ‖Monday excepted; ¶Saturday excepted; †Sunday only; *Saturday only. Eastern Standard Time.

DEPART.	B. & O. R. R.—Main Line.	ARRIVE.
*2:00 am	Wash. C'y, Balt., Phil. & N. Y.	*2:40 am
*3:20 pm	Wash. C'y Balt., Phil. & N. Y.	*2:40 pm
†7:00 am	Cumberland Accom.	‡4:55 pm
*8:00 pm	Grafton Accom.	*10:00 am
‖11:40 am	Moundsville Accom.	10:25 am
†6:10 pm	Moundsville Accom.	11:10 pm
11:15 pm	Moundsville Accom.	12:05 pm
10:45 am	Keyser Express	12:20 pm
DEPART.	B. & O. R. R.—C. O. Div. West	ARRIVE.
*6:50 am	For Columbus and Chicago	*8:55 am
*10:20 am	Columbus and Cincinnati	*5:00 pm
‡12:15 am	Columbus and Cincinnati	*5:00 am
†1:05 pm	Chicago Express	†1:20 pm
†1:50 pm	Chicago Express	†12:00 pm
†1:25 pm	Columbus Accom.	†12:00 pm
†10:00 am	St. Clairsville Accom.	†12:00 am
†5:30 pm	St. Clairsville Accom.	†4:20 pm
DEPART.	B. & O. R. R.—W. P. & R. Div.	ARRIVE.
7:05 am	For Pittsburgh	*10:25 am
7:20 am	Pittsburgh	*6:30 pm
5:20 pm	Pittsburgh and East	‡12:10 am
†1:30 pm	Pittsburgh	†12:45 pm
†9:00 pm	Washington, Pa., Accom.	†7:50 am
8:00 pm	Pittsburgh Express	10:55 am
DEPART.	P. C. & St. L. RY.	ARRIVE.
†7:30 am	Pittsburgh	†10:30 pm
7:40 am	New Cumberland	8:35 am
*9:30 am	Steubenville and West	*6:25 pm
*1:30 pm	Pittsburgh and New York	*9:50 pm
*3:55 pm	Pittsburgh and New York	*11:35 am
5:00 pm	Wellsburg	6:55 pm
	WEST.	
*9:10 am	Express, Cin. and St. Louis	†7:15 am
‖9:45 am	Express, Cin. and St. Louis	*4:25 pm
*1:30 pm	Express, Steub. and Chicago	*3:30 pm
*3:55 pm	Pittsburgh & Dennison	*11:35 am
DEPART.	C. & P. R. R.	ARRIVE.
†5:49 am	Ft. Wayne and Chicago	†7:45 pm
†5:49 am	Canton and Toledo	†7:45 pm
†5:49 am	Alliance and Cleveland	†7:45 pm
†5:49 am	Steubenville and Pittsburgh	†9:15 pm
†9:45 am	Steubenville and Wellsville	†3:55 pm
‖11:17 am	Steubenville and Pittsburgh	‖11:30 am
†12:00 pm	Ft. Wayne and Chicago	†7:45 pm
†2:00 pm	Canton and