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UNDAUNTED.

Washington Star.

When seasons bring their dainties new,
With doubt the mind is seared—
What will the ice-cream maiden do,
Since oysters have appeared?

Such queries which occur to men,
Ne'er vex her mind alert.
She takes the oyster stew, and then
The ice-cream for dessert.

MY BROTHER ELIJAH.

W. L. Alden in Tales by the Colonel's Idler.

"I never told you about my brother the inventor, did I?" asked the colonel. "Speaking of flying machines reminds me of him, for he invented seven of them, and one of the lot was a stunning success. Stunned one darkey, and came very near stunning a whole camp meeting of darkeys. My brother Lije—his name was Elijah—was what you might call a general inventor. He didn't stick to any one line, such as electricity for example, but he would invent anything from a woman's pocket to a new motive power. He invented a pocket for a woman's skirt that was warranted never to be found by the most expert pickpocket, and he put the pocket in the skirt of his wife's dress on trial. She searched for it for about a month—not all the time, you understand, but on an average three or four hours a day—and then gave it up. She said she could always find her usual old-fashioned pocket in the course of a week or ten days, and that was as much time as she could afford to waste on the subject. As for Elijah's perpetual motion machines, he invented a new one at least every year, and the loft in our barn was always full of them. Of course, they were failures, but that did not discourage Lije. You can't discourage a born inventor—that is, unless he is in the chemical line, and blows himself up with some new kind of dynamite. Lije's inventions were, to my mind, as smart as those of Edison, but the trouble with them was that for the most part *they wouldn't work.* However, they amused him, and did no harm to anybody.

"My brother was not in the least like me in anything. He was short and stout, and the best tempered man in the state. Everybody liked him, especially the darkeys, who said that there was no more harm in him than if he was a child. I've seen him when he had just accidentally chopped off a finger, or had burnt all his hair off, and I never heard him use the smallest swear word. Of course, he never got married. A man with that sort of heavenly temper doesn't need the discipline that other folks need, and he was too much absorbed in science to have any time to associate with other people. He spent nearly all his time in his workship, monkeying with his inventions, and his only companion was a darkey boy, about twelve years old, named Aristophanes, who waited on him, and was so fond of him that there is nothing that Lije told him to do that Aristophanes wouldn't do. If Lije had invented a new guillotine, and wanted to try it on Aristophane's neck, the boy would have consented to have his head chopped off, and would never have doubted that Massa Lije would put it on again without even leaving a scar.

"You were speaking of this new flying machine that somebody has just invented, and that acts on the principle of a kite. 'Resistance of an inclined plane to the air' is what you called it, but that means kite, and nothing else. Why, Elijah invented that machine forty years ago, and it was one of his greatest successes, the only one, in fact, that I ever remember his making. When I say that it was successful, I don't mean to say that it was practicable. It would rise, and it would carry a man with it, but it never came into general use, for it was about impossible to get the man down again without killing him. Nevt to a Swiss excursion steamboat, it was the riskiest mode of locomotion ever invented.

"The way in which Lije's machine was constructed was very simple. You must have seen what we boys used to a spider-web kite. If you haven't, I might as well tell you that it is made with three sticks that cross one another at the same point in about the middle of the kite, or rather a little above the middle, and give the kite something the shape and look of a big spider-web. Lije was fond of kite-flying, and was always trying to make improvements in kite-building, which were naturally failures, for you can be sure that the millions of boys that have been making kites ever since boys were first invented know a great sight more about kites than any scientific man knows.

"Elijah's flying machines was nothing more nor less than the biggest spider-web kite that was ever built. The sticks were ash poles an inch in diameter, and they were covered with silk instead of paper. I forget the exact dimensions of the kite, but, according to Lije's calculations, it would sustain a hundred and fifty pounds of human being, in addition to its own weight and the weight of its tail. The question of the exact amount of tail that the kite would require gave Lige a good deal of trouble, but he solved it like a man of science by sending up an ordinary kite and finding by experiment how much tail it needed, after which he calculated by the rule of three how much tail to give his flying machine. In order to get the necessary weight without too great length, the tail of the flying machine was made of light iron chain, and at the end of it there was an iron hook, so that a lanthorn could be attached to it at night. As for the string that was to hold the kite, it was about the size of a ship's signal halyards, and Lije calculated that it would bear twice the amount of any strain that could possibly be put on it.

"Aristophanes was to make the trial trip, and he was perfectly willing to go, never having the least doubt that Massa Lije would secure him a safe and pleasant trip to the moon or thereabouts. Lije fastened the boy in the centre of the kite, in about the position of some celebrated Scotchman—St. Andrew, wasn't it? whose picture is in Fox's 'Book of Martyrs.' Aristophanes's arms and legs were lashed to the kite sticks, and he had a sort of rest for each foot, so as to take the strain off of the lashings. In order to make him comfortable Lije fastened a pillow under the boy's head, so that he could go to sleep in case he should feel sleepy, which he nearly always did. If Aristophanes could only have managed to take his dinner with him, and eat it in the air, he would have been about as happy as a darkey can be, and an average darkey can hold more happiness to the square inch than any white man.

"The trial trip was made from the backyard of our house, and nobody was present except Lije and Aristophanes, for my brother was a little shy of exhibiting his inventions in public, owing to their habit of proving failures. The kite was laid on the ground, and Aristophanes was strapped to it and told that he must keep perfectly cool, and remember everything that he might see in the clouds. When all was ready the kite was leaned up against the side of the barn, with the tail neatly coiled, so that it would not foul anything, and then Elijah, taking a good run with the string over his shoulder, had the satisfaction of making the kite climb up, as if it had been made by the best boy kite-builder in town.

"Holding the string was rather a tough job, for the kite pulled tremendously, and Lije was not a strong man. However, he paid out the line as fast as he could, and so managed to keep the kite steady. He was a little afraid that it would accidentally get away from him, so he tied the end of the string round his waist. There was where he made his great mistake.

"The kite attracted a good deal of attention in the town, and everybody agreed that the figure in the middle of the kite was a remarkably good representation of a darkey, but nobody thought for a moment that it was a genuine darkey. Lije had forgotten, in estimating the amount of tail that the kite required, the fact that the wind might rise while the kite was in the air, and that in such case the amount of tail might not be enough to keep it from diving. That is just what happened. After the kite had run out all the string, and was as high as the string would let it go, the wind increased, and the kite began to dive. Now, everybody knows that diving is one of the most dangerous things a kite can do, and unless it can be stopped it is sure to bring the kite down and smash it to pieces. Moreover, in this particular case, there was Aristophanes, who was pretty sure to be frighened by the diving of the kite—that is, supposing that he was awake. When a kite dives the only remedy is to give it string. As Lije had no more string to let out he was obliged to do the next best thing, which was to slack the string by running with it towards the kite. That stopped the diving, but only for a moment. Every time that Lije tried to stop running, and managed to hold back a little against the kite, it would begin to dive again, and about half the time it was describing circles in the air, and turning Aristophanes upside down. However, Lije knew that so long as he could keep the kite from dashing itself to the ground the darkey would come to no harm.

"The wind kept on increasing, and the kite pulled harder than ever. Even if Lije had not wanted to run, the kite would have dragged him. He went through the town at about eight miles an hour, yelling to everybody he met, 'Gimme some string.' But nobody understood what he said, and they all thought that it was a good joke to see a fat little man careering over the country in tow of a big kite. Of course they supposed that Lije was acting of his own free will and accord. They knew that he was peculiar in his ways, and they fancied that he was taking a little holiday after his hard work. So beyond encouraging him to keep it up, and remarking to one another that 'Lije was the most amusing darned fool in the county,' they paid no attention to his outcries.

"My brother was not used to active exercise, and had next to no wind. The longer he ran with the kite, the more he felt convinced that a tragedy was about to happen. If he kept on running, he believed he would drop dead with stoppage of the heart, and if he stopped running he knew that the kite would dash Aristophanes to pieces, and though, of course, it was not as if Aristophanes had been a white boy, still there was the chance that his parents would be disagreeable if he were killed. They were ordinary ignorant darkeys, with no sort of love for science. But Lije had grit in him, in spite of all the science that he had pumped into his head. He stuck to the kite string, and ran his level best until the moment came when he was unable to catch another breath. Then he threw himself against a telegraph pole, and clung to it with all his might. The kite couldn't drag him away from it, and so it gave one tremendous dive, and Lije felt by the sudden slackening of the string that the kite had reached the ground.

"It came down in the middle of a negro camp meeting that was in progress about a quarter of a mile away. The spot was a sandy one, and the kite, which naturally fell head downward, buried the ends of its upper sticks in the sand, and did no injury whatever to Aristophanes. The chain tail, however, damaged the eye of the Rev. Hannibal Blue, and then hit the Rev. Julius Cæsar Washington on the side of the head, and stunned him for half an hour. There was a good deal of excitement in the camp when Aristophanes descended. Most of the colored people were of the opinion that he was an angel who had come down to express his satisfaction with the services, though the Rev. Mr. Blue was strongly of the opinion that Aristophanes was the devil in person, who was seeking to buffet the faithful. In time, however, Aristophanes was recognized as the private servant of Massa Lije, and was released from the kite and allowed to return to Lije's workshop to report the result of his voyage in the flying machine.

"The flying mathine was never tried again. Lije had had enough of it, and besides some of the Rev. Mr. Blue's friends, who were not exactly what you would call law abiding citizens, sent Lije word that they rather thought that if he quit inventing things he would live longer than he otherwise might. Aristophanes didn't seem to think anything of his adventure, and said he was ready to go up again whenever Massa Lije should want to send him. But Lije told him that he intended to make a little modification in his flying machine before using it again. That was what he always said when he gave an invention up as a bad job, and accordingly nobody ever saw or heard anything of the flying machine again. He was a remarkable man was my brother, and the doctor of the asylum where he spent his declining years said that he was the most interesting lunatic that he had ever met."

Don't commit suicide on account of your "incurable" blood disease. The sensible thing for you to do is to take Ayer's Sarsaparilla. If that fails, why, then—keep on trying, and it will not fail. The trouble is, people get discouraged too soon. "Try, try, try again."

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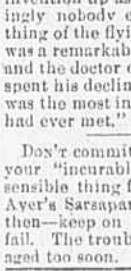

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FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK Oct. 20.—Money on call easy at 1½@2 per cent; last loan 1½ per cent; closed offered at 1½ per cent. Prime mercantile paper 6@8 per cent. Sterling exchange firmer at $4 85¾@4 86. Sales were 197,200 shares.

Wall street seems to be more convinced than ever that the Sherman repeal measure will reach a vote without much more delay. It was a returning of confidence in the power of the sound money senators, backed by the administration, to carry the day, that gave the tone of strength to the dealings on the stock exchange, bringing the bears to cover, inducing purchases for the long account, and establishing a material appreciation in values. The Washington advices were watched very closely on the exchange, and were construed as surely indicating that the deadlock was about to be brought to an end and unconstitutionally. Under these cheerful influences a healthier tone was imparted to the speculation than it has experienced in several weeks.

The buying was not confined to any one or two sets of stocks, but was well distributed throughout the list. The market, too, moved more in unison than of late and in the upward movement there were few laggards. Shortly after the opening, which was at higher figures, some selling orders were encountered that had the effect of checking the advancing tendency. But the depression was slight and the upward movement was resumed. Another fractional reaction occurred before noon, which was quickly recovered, and again about 2 o'clock prices receded. Pullman, which sold down 1¾ per cent, being the only stock that was seriously affected. In the late dealings efforts to realize unsettled the market somewhat, but the tone at the close was firmer compared with the final sales of yesterday. The closing figures show an advance in the general list ranging from ¼ to 3½ per cent.

In the railway bond market the tone was generally firm.

Government bonds dull.

State bonds inactive.

BONDS AND STOCK QUOTATIONS—CLOSED BID.

U. S. 4s reg	111	Nashville & Chatt	93
U. S. 4s coupon	111	New Jersey Cent	109½
U. S. 4½ reg	98	Norfolk & West p'd	21
Pacific 6s of '95	102	Northern Pacific	7
Atchison	19	do preferred	22¼
Adams Express	141	Northwestern	101½
American Express	110	do preferred	138
Baltimore & Ohio	68	New York Central	101½
Canada Pacific	73¾	Oregon Improve't	8
Canada Southern	49¾	Oregon Nav	25
Central Pacific	19	Pacific Mail	15
Chesapeake & Ohio	16	Pittsburgh	146
Chicago & Alton	136	Pullman Palace	168½
Chi. Bur. & Quincy	78⅝	Reading	17½
Chicago Gas	59	Richmond Term	27
C., C., C. & St. L.	53¾	do preferred	14⅞
Col. Coal & Iron	31	Rock Island	63⅞
Cotton Oil Certific.	35½	St. Paul	60⅛
Del. & Hud	121⅝	do preferred	116
Del., Lack. & West	157½	St Paul & Omaha	35½
Den. & R. G. pref'd	28⅝	do preferred	106¾
Erie	13⅞	Sugar Refinery	93¾
do preferred	25	Tenn. Coal & Iron	14¾
Fort Wayne	146	Texas Pacific	6¾
Illinois Central	90½	Tol. & O. Cen pref.	63¾
Kansas & Tex. pref.	19¾	Union Pacific	17½
Lake Erie & West	15½	U. S. Express	52
do preferred	67	W., St. L. & P	7
Lake Shore	122⅝	do preferred	14¾
Lead Trust	25½	Wells Fargo Ex	125
Louisville & Nash.	45¾	Western Union	83⅞
Memphis & Chas	10	Wheeling & L. E.	13
Michigan Central	94¾	do preferred	43½
Missouri Pacific	23		

Breadstuffs and Provisions.

CHICAGO, Oct. 20.—Disquieting rumors about the silver situation apparently demoralized holders of grain today. Wheat reversed the action of the day before; it opened firm and closed weak and ⅝c lower than it did yesterday.

Corn followed wheat and closed weak at ½c decline.

Oats yielded ⅛c.

Provisions were firm, leaving off at slightly better than yesterday's resting rates.

Flour quiet and unchanged.

WHEAT—Cash No. 2 spring 62½c; No. 3 spring 59c; No. 2 red 62½c; October 62½@63⅛c 62½c; December 64½@65⅝@64⅝c; May 71⅞@73c 71⅞c.

CORN—Cash No. 2, 38½c; October 38⅜@39⅛c 38⅝c; November 38⅞@39⅛@38⅞c; December 38⅝@39⅛@38⅝c; May 42⅛@43¼@42¼c.

OATS—Cash, No. 2 and October 27½c; November 28c; December 28⅛@28¼@28⅛c; May 31⅝@32¼@31⅞c.

RYE—No. 2, 43½c.

FLAXSEED—$1 01½.

TIMOTHY SEED—$3 25.

MESS PORK—Cash $17 50@18 00; October $16 65; January $14 27½@14 35@14 30.

LARD—Cash $9 75@9 85; October $9 67½@9 75@9 75; November $9 22½; January $8 35@8 40@8 37½.

SHORT RIBS—Cash $9 37½@9 50; October $8 90@8 95@8 90; January $7 35@7 42½@7 42½.

Others unchanged.

NEW YORK, Oct. 20.—Flour receipts 20,400 barrels; exports 26,300 barrels; sales 25,900 barrels; market closing dull. Wheat, receipts 355,400 bushels; exports 216,800 bushels; sales 3,715,000 bushels of futures and 85,000 bushels of spot; spot market quiet at ½c decline; No. 3 red 65⅞c; ungraded red 68@69½c; options weak at ½c net decline; No. 2 red January 71½@72½c; February 73@74½c; March 74½@75½c; April 77@78½c; October closed 68½c; November closed 68⅞c; December 70@71½c, closing 70½c. Corn, receipts 83,200 bushels; exports 38,700 bushels; sales 510,000 bushels of futures and 33,000 bushels of spot; market lower and dull; October 47½c; November 47½@48@47½c; December 47½@48½@47½c; May 49½@49⅞@49½c. Oats, receipts 88,300 bushels; exchange exports 200 bushels; sales 335,000 bushels of futures and 41,000 bushels of spot; market dull and neglected; October 34⅝c; November 34½c; December 34⅝c; No. 2 34½@34¾c; No. 2 white 37@37½c; No. 2 Chicago 35½c. Hay firm; shipping 60@65c; good to choice 60@90c. Hides steady. Cut meats dull. Lard firm; western steam $10 30 asked; options, October $10 25; November $9 85; January $9 00. Pork firm at $20 00@25 00; extra mess $19 75; extra prime $14 25@14 75. Butter weak; state dairy 19@27c; do creamery 22@28c; western dairy 17½@22c; do creamery 21@29c. Cheese dull; state large 11½c; fancy 11⅝c. Eggs dull; state and Pennsylvania 22½@23½c; western fresh 21½@22½c. Tallow quiet; city 5⅛c. Rosin steady. Turpentine quiet. Rice firm. Molasses dull. Coffee steady at 5@10 points higher. Sugar firm; refined steady.

PHILADELPHIA, PA., Oct. 20.—Flour strong. Wheat stronger; No. 2 red spot 67½@67½c; October 67½@67½c; November 67¾@68c; December 69½@69½c; January 70¾@71c. Corn stronger; No. 2 mixed spot 47½@47¾c; October 47½@47¾c; November 47¼@47¾c; December 46½@47c; January 46½@47c. Oats stronger; spot 38c; October 36½@37½c; November 36½@37½c; December 36½@37½c; January 37@37½c. Hay firm for choice; low grades weak; fair to choice $14 00@16 00. Butter firm but quiet: western and Pennsylvania extra 28c. Eggs firm with fair demand; Pennsylvania fresh 23c; western 21½@22c.

CINCINNATI, O., Oct. 20.—Flour firm. Wheat steady; No. 2 red 62c; receipts 1,300 bushels. Corn firmer; No. 2 mixed 42c. Oats steady; No. 2 mixed 30c. Rye quiet at 51c. Pork quiet at $16 75. Lard firmer at $9 30. Bulkmeats quiet at $9 37½. Bacon quiet at $11 25. Whisky active and firm at $1 14. Butter dull and firm. Sugar steady. Eggs firm at 17c. Cheese firm.

BALTIMORE, MD., Oct. 20.—Wheat irregular and firmer; spot and October 67¼c; November and December 69@68⅝c; May 70½c. Corn quiet; spot and October and November 46½@46¾c; year 45½c. Coffee firm but quiet. Butter market dull.

Live Stock.

CHICAGO, Oct. 20.—Cattle, receipts 9,000 head; shipments 9,000 head; prime native steers $5 60@5 80; others $4 60@5 25; common $3 50@4 25; Texans $2 50@2 70; westerns $2 75@3 65. Hogs, receipts 19,000 head; shipments 8,000 head; market higher; rough and common $5 90@6 10; mixed and packers $6 15@6 35; prime heavy $6 40@6 70; prime light $6 60@6 75. Sheep, receipts 8,000 head; shipments 2,000 head; market steady; natives $2 50@4 25; westerns $2 85@3 25; lambs $2 50@4 50.

EAST LIBERTY, PA., Oct. 20.—Cattle, receipts 1,300 head; shipments 1,270 head; market steady and unchanged. Hog, receipts 2,100 head; shipments 1,800 head; market dull; tops $6 80@6 90; Yorkers $6 50@6 75. Sheep, receipts 300 head; shipments 200 head; market very dull at about unchanged prices.

CINCINNATI, O., Oct. 20.—Hogs steady at $5 35@6 50; receipts 4,000 head; shipments 1,500 head.

Dry Goods.

NEW YORK, Oct. 20.—The report from Washington to the effect that a compromise measure would surely pass and that it would have to be signed by the President through pressure, stimulated the dry goods market only slightly. For cotton goods there is a moderate business. Prints and printed fabrics show no new features. Print cloths rule dull without pressure to sell. Ginghams and woven fabrics are quiet but fairly steady at former prices. Foreign dry goods show rather more activity.

Petroleum.

OIL CITY, PA., Oct. 20.—Opened 70⅞c; highest 71c; lowest 70⅛c; closing 70⅞c; sales 1,000 barrels; clearances 10,000 barrels; shipments 99,602 barrels; runs 86,921 barrels.

NEW YORK, Oct. 20.—Petroleum quiet and steadier; Pennsylvania oil; spot sales none; November option sales none; closed 70½c bid.

PITTSBURGH, PA., Oct. 20.—Opened and lowest 70½c; closed and highest 70⅞c.

Wool.

NEW YORK, Oct. 20.—Wool steady; domestic fleece 29@33c; pulled 18@25c; Texas 10@17c.

PHILADELPHIA, PA., Oct. 20.—Wool dull and without material change.

Metals.

NEW YORK, Oct. 20.—Pig iron quiet: American $12 00@14 50. Copper steady; lake $9 50. Lead higher; domestic $3 35. Tin steady; straits $20 80 bid.

Cotton.

CINCINNATI, O., Oct. 20.—Cotton quiet and firm; middling 8⅝c.

Fortify Weak Nerves.

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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 18
Beach City	6 30	9 01	5 00
Justus	6 37	9 09	5 08
Massillon	6 55	9 27	5 26
Canal Fulton	7 14	9 44	5 46
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 03	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	a. m.	6 30	3 05
			p. m.
Albany	3 05	3 05	2 10
New York	7 30	7 30	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 55
			a. m.
Detroit	6 35	6 35	8 00
Chicago	9 00	9 00	7 35

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SOUTHWEST SYSTEM—"PAN HANDLE ROUTE."
*DAILY. †DAILY EXCEPT SUNDAY.

FROM WHEELING TO	LEAVE	ARRIVE
Wellsburg and Steubenville	†6:30 am	*6:25 pm
McDonald and Pittsburgh	†6:30 am	†9:30 pm
New Cumberland	6:40 am	7:35 am
Indianapolis and St. Louis	*8:40 am	*5:25 pm
Columbus and Cincinnati	*8:40 am	*5:25 pm
Wellsburg and Steubenville	*8:40 am	*5:25 pm
Philadelphia and New York	*12:00 pm	*2:00 pm
Steubenville and Pittsburgh	†12:00 pm	*2:00 pm
Columbus and Chicago	*12:00 pm	*2:00 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	4:00 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	4:49 am	6:45 pm
Canton and Toledo	4:49 am	6:45 pm
Alliance and Cleveland	4:49 am	6:45 pm
Steubenville and Pittsburgh	4:49 am	8:15 pm
Steubenville and Wellsville	8:43 am	2:05 pm
Steubenville and Pittsburgh	10:12 am	10:30 am
Ft. Wayne & Chicago	1:00 pm	6:45 pm
Canton and Toledo	1:00 pm	6:45 pm
Alliance and Cleveland	1:00 pm	2:05 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	7:53 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, East	ARRIVE.
*3:05 am	Wash. City Balt., Phil. & N. Y	*7:40 am
*3:30 pm	Wash. City Balt., Phil. & N. Y	*2:10 pm
†7:00 am	Cumberland Accom	†4:55 pm
*3:00 pm	Grafton Accom	*10:30 am
‖11:40 am	Moundsville Accom	‖8:25 am
†6:10 pm	Moundsville Accom	‖11:10 pm
11:15 pm	Moundsville Accom	†7:05 pm
12:45 am	Keyser Express	5:20 pm
DEPART.	B. & O. R.R.—C. O. Div., West	ARRIVE.
*6:50 am	For Columbus and Chicago	*3:55 am
*10:30 am	Columbus and Cincinnati	*5:10 pm
*12:15 am	Columbus and Cincinnati	*5:00 am
*1:25 pm	Chicago Express	*4:20 pm
5:50 pm	Chicago Express	‖12:05 pm
‖1:25 pm	Columbus Accom	‖12:05 pm
‖10:30 am	St. Clairsville Accom	‖12:05 am
‖3:50 pm	St. Clairsville Accom	‖4:20 pm
DEPART.	B.&O. R. R.—W., P. & B. Div.	ARRIVE.
*3:05 am	For Pittsburgh	*10:35 am
*7:30 am	Pittsburgh	*6:50 pm
*5:20 pm	Pittsburgh and East	*12:10 am
‖1:50 pm	Pittsburgh	‖12:45 pm
‖6:00 pm	Washington Pa., Accom	†7:50 am
10:00 pm	Pittsburgh Express	10:35 am
DEPART.	P. C. & ST. L. RY.	ARRIVE.
†7:30 am	Pittsburgh	‖10:30 pm
7:40 am	New Cumberland	8:35 am
*9:40 am	Steubenville and West	*6:25 pm
*1:30 pm	Pittsburgh and New York	*3:00 pm
*3:55 pm	Pittsburgh and New York	*11:35 am
5:00 pm	Wellsburg	6:55 pm
	WEST.	
*9:40 am	Express, Cin. and St. Louis	†7:15 am
‖9:45 pm	Express, Cin. and St. Louis	*6:25 pm
*1:30 pm	Express, Steub. and Chicago	*3:00 pm
*3:55 p