# THREE ARE DEAD

## And Many Injured as the Result of a Collision

## ON CHICAGO & NORTHWESTERN.

**The Victims of the Disaster were Christian Endeavor Excursionists to San Francisco—The Shock was Terrific—Those Who were Not Killed Outright Found Themselves Jammed in the Wreckage. Some Pathetic Incidents—The Immense Traffic of the Road Caused all Schedules to be Abandoned—Carelessness Somewhere.**

CHICAGO, June 30.—Three persons were killed outright and about twenty or thirty persons injured in a rear end collision on the Chicago & Northwestern road at 12:45 this morning, at West Chicago, thirty miles out of Chicago, on the Galena division.

The dead are: Mrs. John Gooding, Appleton, Wis.; Mrs. R. Shipman, Appleton, Wis.; Unidentified man, riding between engine and baggage car, supposed to be a tramp.

Injured: Mrs. M. Baird, Neenah, Wis.; Mrs. Daisy Blackwood, Depere, Wis.; Miss A. E. Fifer, Green Bay, Wis., injured about the head; W. H. Finney, Oconto, Wis.; Mrs. Algernon Galpin, Appleton, Wis.; W. D. Gibson, Appleton, Wis.; Raymond Gibson, five years old, a son of the foregoing; Miss Irene Macallister, Oconto, Wis., hurt about the head; Miss Amelia McKay, fracture of left arm; Mrs. S. B. Mersh, Appleton, Wis.; Mrs. McKay; W. M. Mickelstetter, Seymour, Wis.; Mrs. W. M. Mickelstetter, Seymour, Wis.; Dr. E. A. Miller, Clintonville, Wis.; S. A. Russell, Appleton, Wis.; Mrs. S. A. Russell, Appleton; Mr Ripley, Fond du Lac, Wis., seriously; Mrs. Ripley, Fond du Lac, Wis., seriously; Miss C. E. Shipman, Appleton, Wis.; Miss S. C. Shipman, Appleton, Wis.; Michael St. Letler, ankle broken and internally injured; Mrs. St. Letler, back sprained and internally injured; Prof. Williams, Fond du Lac, Wis., arm and wrist injured; Charles Courtney, Belvidere, Ill., engineer of section five, fatally injured.

The victims of the collision were Christian Endeavor delegates, who left Chicago last night en route to the great convention in San Francisco.

A TERRIFIC SHOCK.—The colliding trains were section No.'s 4 and 5, of a Christian Endeavor special sent out in nine sections, beginning at 10:30 p. m. Section No. 5 ran into section No. 4, which left Chicago fifteen minutes ahead of it. Section No. 4 carried the Wisconsin delegates, nearly five hundred strong and in the rear sleepers were people from Fond du Lac, Green Bay, Appleton, and other Wisconsin cities.

Section No. 4 had come to a stop just out of West Chicago, when the Freeport line diverges from the main line. Section No. 5 came up behind at great speed and the shock of the collision was terrific.

The passengers in the two rear sleepers of section No. 4 were all in their berths. They received no warning, and those not killed outright awoke to find themselves jammed in the wreckage.

Passengers on both trains hastened to the spot and began the work of rescue. One of the first of the injured taken out was Engineer Charles Courtney of section No. 5. He had stuck to his post like a hero and is so seriously injured that he cannot live.

The body of an unidentified man, supposed to be a tramp, was found between the baggage car and the engine. The man had been crushed to death.

An immediate call was made for help on every point within reaching distance of the wreck. Chicago was notified and asked to send physicians at once and help was requested from Geneva, Wheaton and Aurora.

The engine of section No. 5 struck the rear sleeper of section No. 4, with terrific force. The engine was totally wrecked. Strange to say the rear sleeper of section No. 4 was not the one to suffer most. It was driven with terrific force upon the second sleeper and such was its impetus that it crushed through it as though it had been a card board box and reduced it to a mass of wreckage. The passengers in the second sleeper were therefore the ones to suffer most and it was in it that most of the victims were hurt. Mr. Shipman and Mrs. John Gooding were both in this sleeper. Men and women could be seen struggling to extricate themselves from the wreckage. Others pinned down by some crushing weight were crying for help. Here and there was an arm or a leg protruding from the debris.

A PATHETIC SCENE.—A pathetic scene was the rescue of the two daughters of Mrs. Shipman, of Appleton. The rescuers were attracted to them by their cries. They were unable to extricate themselves and though hurt, refused assistance, begging that their mother be first helped. Mrs. Shipman was found crushed under a part of the roof and life was extinct when she was taken out. It is strange that the two daughters escaped with comparatively slight injuries while the mother close by met instant death.

Mrs. John Gooding, of Appleton, was probably instantly killed. The force of the collision crushed together the partitions of her berth and she had no possible chance of escape.

Prof. Leo Williams, of Fond du Lac, was found buried under a pile of debris and though he was unable to extricate himself and it seemed as if he must be seriously injured, he escaped with a broken arm and a cut wrist.

The Chicago & Northwestern officials did everything in their power to relieve the sufferers. The two hotels in West Chicago were turned into hospitals and able physicians were promptly in attendance.

The sections following those which met disaster—6, 7, 8 and 9—carrying 2,500 people, were delayed upwards of three hours. Finally the north track was cleared and they were enabled to proceed.

As soon as the wreck was reported to the local offices of the Chicago & Northwestern, Superintendent Stewart, of the Galena division, ordered a special train and went to the scene. Other officials dispatched messengers for the company's doctors and Assistant General Superintendent W. A. Gardner and a corps of surgeons left immediately for West Chicago.

SCHEDULES ABANDONED.—Owing to the crush caused by the rush of Christian Endeavor business, all schedules were abandoned and trains were sent out as fast as filled. Nine sections left the Northwestern depot at intervals of fifteen minutes, beginning at 10:30, to say nothing of trains sent out earlier in the evening. Sections No. 1, 2 and 3, got through West Chicago safely. Section 4 was made up of a baggage car, day coach and seven sleepers, containing about four hundred passengers.

Assistant General Superintendent W. A. Gardner said this morning that he could give no tangible reason yet as to the cause of the accident.

"The road is run on a semaphore block system all the way to West Chicago," said Mr. Gardner. "This blocks a train every 1,600 feet and in addition we were using last night what we call the positive block system. This consisted in the operators at Maywood, Wheaton and West Chicago running the trains by wire and keeping a close tab with the dispatches as to the time each passed a station.

"Then the dispatchers regulated the speed and distance between trains. Of course he was compelled to rely entirely on the accuracy of the timechecking done by the operators at the stations named and unless one of these made a mistake and transmitted the wrong check time either to the next station or to the dispatchers I cannot imagine what could have caused the wreck.

"We had taken every possible precaution to guard against delay and accident, and, as I said, worked the positive block as well as our regular semaphore system."

### A Jubilee Adaptation.

The Queen—Must you with hot irons burn out both mine eyes?

C. A. D. Hubert—Old dame, I must.

The Queen—And will you?

C. A. D. Hubert—And I will

The Queen—Have you the heart? When your head did but ache.

I knit my handkerchief about your brows.

(The best I had, a princess wrought it me.)

And I did never ask it you again.

And with my hand at midnight held your head.

C. A. D. Hubert—Enough. 'Twas Morgan bid me. Didst thou not?

Seek to withdraw by arbitration's guile thy lion's tail, our plaything, from our hands?

Did not thy grandsire's troops?

Chop down our Liberty Pole? I have sworn to do it.

And with hot irons I must burn them out.

(Burns out Queen's eyes and exit singing: "Ireland was Ireland when England was a pup.")

## FINANCE AND TRADE

### The Features of the Money and Stock Markets.

NEW YORK, June 30.—Money on call firmer at 1½@2 per cent; last loan 1¼ per cent; closed at 1¼@1½ per cent. Prime mercantile paper 3@4 per cent. Sterling exchange dull and steady, with actual business in bankers' bills at $4 87@4 87¼ for demand and at $4 85¾@4 86 for sixty days. Posted rates $4 86½@4 87½ and $4 88@4 88½. Commercial bills $4 85¼. Silver certificates 60¼@60½c. Bar silver 60½c. Mexican dollars 47¼c.

To-day's market for securities was not distinctly reactionary at any time, as was yesterday's, but there was a lack of aggressiveness in it and a manifest sense of rebuff among the bull contingent. The admonition contained by yesterday's lively selling by London selling that the advance in the prices was going too fast, even if it were not going too far, was taken to heart and had a quieting influence. There was a general listlessness of demeanor shown by the bulls and the buoyancy was taken out of prices generally. This was the more notable as there were not such hearty offerings to realize profits as was the case yesterday. The result was a dull market, compared with recent days, although the total sales of all stocks approached 300,000 shares. Of these over 52,000 were of St. Paul and the addition of sales of Sugar, Burlington, Chicago Gas, Rock Island and Northern Pacific preferred leaves less than half the total still to be accounted for. So far as general news was concerned, there was no change in the encouraging outlook which had accompanied the long and steady advance. Crop advices continued good, such railroad earnings as were published were not discouraging, the likelihood was strengthened that no gold would go out this week and the money market displayed a distinctly betted tone than for weeks past. Rates for call money were held at from 1¼@1½ per cent as against 1@1¼ per cent for a long time past. Merchants and importers were in the market for loans on imports and to withdraw goods from bond and the demand for money to put into stocks and securities continued. After the opening depression, the bulls did in fact, carry prices very generally above last night's close. The grangers and coalers were particularly strong in this upward movement and the former crowd the firmest resistance to the decline. Stocks which rose a point over last night's close, were Sugar, Rock Island, Consolidated Gas, Delaware & Hudson and New Jersey Central. The subsequent reaction wiped out the gains through the whole list and the only important stock to rally to a net gain were Delaware & Hudson, a point, and Rock Island, Manhattan and Tennessee Coal, fractions. Net losses were general at the final rally and extended to a point in Laclede Gas preferred, Lead, Pullman and Tobacco. There were a few special causes for depression of individual stocks such as the apprehension as the Sugar schedule of the tariff bill would be changed so as to lessen the protection on refined sugar. Northern Pacific reflected the belief among security dealers that the plans for the harmonious operation of Northern Pacific and Great Northern had come to a pause through differences between President Hill and the Northern Pacific voting trustees. It is probable that industrial shares generally reflected some apprehension caused by the result of the trial of the Tobacco company officials for combining in restraint of trade, although a disagreement showed ten jurors for conviction.

The bond market was inactive, but ruled fairly firm, although some of the speculative issues fell off slightly on profit taking. Transactions in the gilt-edged bonds were quite numerous at substantial improvements in some instances. The aggregate sales were $1,324,000.

Governments continued firm on light dealings. The sales were $10,000.

The total sales of stocks to-day were 285,090 shares.

BONDS AND STOCK QUOTATIONS.

| | | | |
|---|---|---|---|
| New U. S. 4s reg. | 125¼ | Nash. & Chat. | 66 |
| New U. S. 4s cou. | 125¾ | N. J. Central | 94¼ |
| U. S. 2s reg. | 114½ | Nor. & W. pre. | 29⅝ |
| U. S. 5s coupon | 115½ | Northern Pac. | 14 |
| U. S. 4s reg. | 111⅝ | do preferred | 37⅝ |
| U. S. 4s coupon | 113 | Northwestern | 116⅝ |
| U. S. 2s reg. | 96½ | do preferred | 160 |
| Pacific 6s of '95 | 101¼ | N. Y. Cen., ex-d. | 107¼ |
| Atchison | 12⅝ | N. Y. & N. E. | 37 |
| Adams Express | 151 | Oregon Nav. | 19 |
| Am. Express | 112 | Pacific Mail | 29¾ |
| Bal. & Ohio | 10⅝ | Pittsburgh | 165 |
| Can. S., ex-div. | 49½ | Pullman Palace | 168½ |
| Central Pacific | 9⅝ | Reading | 22½ |
| Ches. & Ohio | 17½ | Rock Island | 74⅝ |
| Chi. & Alton | 148 | St. Paul | 75 |
| Chi., Bur. & Q. | 83⅝ | do preferred | 128¼ |
| Chicago Gas | 94⅝ | St. P. & Omaha | 63⅝ |
| C. C. C. & St. L. | 24½ | do preferred | 142 |
| Col. Coal & Iron | 1 | Sugar Refinery | 126⅝ |
| Cotton Oil Cer. | 14 | Tenn. Coal & I. | 24⅝ |
| Del. & Hudson | 119 | Tol. & O. C. pre. | 40 |
| Del., Lack. & W. | 156 | Union Pacific | 6¾ |
| Den. & R. G. p. | 42¾ | U. S. Express | 40 |
| Erie | 14⅝ | W., St. L. & P. | 5½ |
| do first pre. | 34 | do preferred | 14¾ |
| do second pre. | 18½ | W. F. Ex., ex-d. | 102 |
| Illinois Central | 97¾ | Western Union | 84¼ |
| Kan. & Tex. pre. | 21¼ | Wheel'g & L. E. | 4⅝ |
| Lake Erie & W. | 14¾ | do preferred | 31⅝ |
| do preferred | 66¾ | Gen. Electric | 33¾ |
| Lake Sh're, ex-d. | 169 | Am. Sugar pre. | 108 |
| Lead Trust | 29¾ | U. S. Leather p. | 59½ |
| Lou. & Nash. | 50½ | Tobacco | 77½ |
| Mich. C., ex-d. | 97 | do preferred | 106 |
| Mo. Pacific | 19⅝ | | |

### Breadstuffs and Provisions.

CHICAGO—Very little attention was given to the speculative market on 'change to-day, due to the fact that to-morrow is delivery day. The tendency of prices was downward, the following being the declines for the day at the close: July wheat ⅞c; September ⅝@¾c; corn and oats about ¼c each, and provisions 10@12½c.

In wheat the early cablegrams quote lower prices for wheat at Liverpool and Paris, ¼d to begin with the the former, followed by another ¼d to ½d drop a little later, and 20 centimes at the latter place. The weather was favorable for the home crops and new wheat is on the move to market. Baltimore reports that 25,000 bushels of new wheat had been received there and it was fine quality, but demand for it was poor. With such news to begin with, the Chicago market started A shade easier, but without much activity. September, in which month most of the small business was transacted, opened a shade below yesterday's closing prices at 65¼@65½c, held for some time around 65c, then gradually sank to 64½c. July wheat was for sale in moderate quantities all forenoon and there was no great demand for it except at concessions in its price. It was the general impression that sales of that delivery made yesterday and again to-day for account of Armour & Co., and that the congestion previously existing in July had been reduced so much as to preclude any further idea of a squeeze.

July opened at 69¾c, or ¼c lower than it closed the day before. After temporarily recovering the ¼c loss it had started with, its course up to the middle of the day was steadily downward, getting to 69c by 12 o'clock. The closing cablegrams quoted the net decline for the day at Liverpool ¼d, at Paris 25 centimes. Foreigners were said to have sold some wheat for December at the opening at New York. The Atlantic port clearances of wheat and flour together were equal to 295,000 bushels. The receipts were 11 cars, and 15,000 bushels were withdrawn from store. Minneapolis and Duluth reported receipts of 211 cars, against 410 the corresponding day of last year. Statement of last week's shipments of wheat and flour from all exporting countries to Europe made the total 4,516,000 bushels, compared with 5,845,000 bushels for the similar week of the year before. The business in the pit became quite stagnant in the last hour of the session. The closing price for July was 69⅛c and for September 65½@65⅝c.

Corn was affected at the opening by the favorable weather, and this and the good crop reports were about the only factors during the session. Business was very quiet, consisting principally of changing July contracts into September. Local receipts amounted to 510 cars. September opened unchanged at 26c. It declined to 25¾c and closed at 25¾@25⅞c asked.

In oats, the weakness of the cash article was the feature, samples being ½@⅝c lower. Offerings were large and poor support was given, the market ruling weak from the start. Local receipts were 245 cars. September opened unchanged at 17¾c, declined to 17½c and closed at 17½@17⅝c.

In provisions large hog receipts and lower yard prices started prices downward, and though there were plenty of buying orders offerings were free enough to prevent he recovery of more than a fraction of the decline which took place in the first hour. Business was quite brisk durihg that time, but was quiet for the remainder of the session. At the close September pork was 12½c lower at $7 62½, September lard 10c lower at $4 15 and September ribs about 10c lower at $4 62½@4 65.

Estimated receipts Thursday: Wheat 11 cars; corn 510 cars; oats 260 cars; hogs 35,000 head.

Cash quotations were as follows:

Flour—Quiet.

Wheat—No. 2 spring 69¾c; No. 3 spring 67c; No. 2 red 70¼@70⅝c.

Corn—No. 2, 24¾@24⅞c; No. 2 yellow 24¾@25c.

Oats—No. 2, 17½c; No. 2 white 21@22¾c; No. 3 white 20@21½c.

Rye—No. 2, 33¾c.

Barley—No. 2 nominal; No. 3, 29@30c; No. 4, 27¼@30c.

Flaxseed—No. 1, 77½@78½c.

Timothyseed—Prime $2 75.

Pork—Mess per barrel $7 55@7 60.

Lard—Per 100 lbs $4 20.

Short ribs—Sides (loose) $4 25@4 65.

Dry salted shoulders (boxed) 4¾@5c.

Short clear sides (boxed) 4¾@4¾c.

Whisky—Distillers' finished goods per gallon $1 19.

Sugars—Unchanged.

Butter—Market firm; creameries 12@14½c; dairies 9@12c.

Cheese—Quiet at 7¼@8¼c.

Eggs—Steady; fresh 8½c.

The leading futures ranged as follows:

| Articles. | Opening. | Highest. | Lowest. | Closing. |
|---|---|---|---|---|
| Wheat, No. 2. | | | | |
| July | 69¾ | 70 | 69 | 69¾ |
| Sept. | 65½ | 65¾ | 64½ | 64⅞ |
| Dec. (new) | 66¾ | 66⅞ | 66¼ | 66¼ |
| Corn, No. 2. | | | | |
| June | 24⅞ | 25 | 24⅝ | 24⅝ |
| July | 24⅞ | 25 | 24⅝ | 24⅞ |
| Sept. | 26 | 26 | 25¾ | 25¾ |
| Oats, No. 2. | | | | |
| July | 17⅝ | 17¾ | 17⅝ | 17⅝ |
| Sept. | 17¾ | 17¾ | 17½ | 17⅝ |
| Mess Pork. | | | | |
| July | 7 60 | 7 62½ | 7 52½ | 7 52½ |
| Sept. | 7 75 | 7 77½ | 7 65 | 7 67½ |
| Lard. | | | | |
| July | 4 10 | 4 10 | 4 02½ | 4 05 |
| Sept. | 4 20 | 4 20 | 4 15 | 4 15 |
| Short Ribs. | | | | |
| July | 4 50 | 4 50 | 4 40 | 4 42½ |
| Sept. | 4 60 | 4 60 | 4 52½ | 4 55 |

NEW YORK—Flour, receipts 60,230 barrels; exports 8,477 barrels; market weak and lower, with a slow trade, buyers holding off for further concessions. Minnesota bakers' $3 35@3 60; winter patents $4 30@4 65.

Wheat, receipts 26,825 bushels; exports 192,066 bushels; spot market weak; options opened weak, closed ⅛@⅜c net lower; No. 2 red June closed at 75⅞c September 70⅛@70 13-16c; closed at 70⅛c.

Corn, receipts 196,100 bushels; exports 8,359 bushels; spot market weak; No. 2, 28¾c; options opened steady, closing ¼@1c lower; September 30⅝@30⅞c; closed at 30½c.

Oats, receipts 174,000 bushels; exports 245,394 bushels; spot market weak; No. 2, 21¾@22c; options fairly active, closing ¼c net lower; September 22¼@22½c; closed at 22¼c.

Hay steady. Hops firm. Hides irregular. Leather quiet.

Beef steady. Cutmeats steady.

Lard easy; western steamed $4 20 nominal; refined easy.

Pork dull. Tallow quiet. Rosin quiet. Turpentine quiet. Rice steady. Molasses quiet.

Coffee, options opened steady at a decline of 5@10 points, closed quiet at 5@15 points net decline; sales 10,000 bags.

Sugar, raw firm; refined firm.

CINCINNATI—Flour steady. Wheat easy; No. 2 red 79c. Corn quiet; No. 2 mixed 26½c. Oats quiet; No. 2 mixed 21½c. Rye quiet; No. 2, 34c. Lard easier at $4 87½. Bulkmeats easy at $4 70@4 75. Bacon quiet and lower at 5 50@5 55. Whiskey dull at $1 19. Butter steady. Sugar firm. Eggs steady at 7½c. Cheese easy.

BALTIMORE—Flour dull and unchanged; receipts 9,324 barrels; exports 3,074 barrels. Wheat dull and easy; spot 69⅝@70c; September 68⅝@69c; steamer, No. 2 red 65¼@65½c; receipts 67,488 bushels; southern wheat by sample 63@71c; do on grade 67¼@71¼c. Corn easy; spot 28¾@28⅞c; September 29¼@29⅜c; steamer mixed 27½@27¾c; receipts 109,619 bushels; exports 213,183 bushels; southern white corn 31½@32½c do yellow 32@33½c. Oats steady; No. 2 white 25½@26c; receipts 10,423 bushels; exports 50,330 bushels. Rye firm; No. 2 western 39c; receipts 750 bushels; exports 51,428 bushels. Hay steady; choice timothy $13 50@14 00. Butter and eggs steady and unchanged. Cheese easier and unchanged.

TOLEDO—Wheat, lower and weak; No. 2 cash 79c; July 70¼c. Corn, active but lower; No. 2 mixed 25½c. Oats, dull and lower; No. 2 mixed 19c. Rye, dull and lower; No. 2 cash 34½c. Cloverseed, quiet; prime October $4 22½. Oil, unchanged.

PHILADELPHIA—Butter firm and in good demand; fancy western creamery 15c. Eggs steady; fresh nearby 11c; do western 10@10½c. Cheese quiet but steady.

### Live Stock.

CHICAGO—Trading in cattle was brisk at stronger to 10c higher prices and some held over steers brought 15c more than was bid for them yesterday. Native beef steers sold at $3 85@5 00 for common to choice, chiefly at $4 25@4 75 and extra beeves were scarce and salable around $5 10@5 15. Fewer extremely common grassy cattle are coming and there are few or no sales now at $3 60@3 80, comparatively little being done under $4 00, the stocker and feeder trade has started up and sales at $3 35@4 25 were fairly large. The cow and heifer market was active with sales largely at $2 50@3 50 and choice heifers selling at $3 75@4 15. Calves were in good demand at the recent decline in prices. Texas cattle were steady.

In hogs the demand was slower than yesterday, and prices broke 5@10c per 100 lbs., the highest sale being made early in the day. Sales were largely at $3 45@3 55, the poorest to the best hogs selling at $3 15@3 60. The market closed about a dime lower than yesterday. Early in the morning some fancy light mixed hogs brought $3 62½.

Trade in sheep were fairly good and prices showed no particular change. Sheep were wanted at $2 00@2 50 for the poorest up to $3 50@3 75 for good to choice flocks with Mexicans averaging 80 and 86 lbs. salable at $3 60@3 70 and good Texans in request at $3 35@4 50. Lambs were in fair demand at $3 00@5 15 for inferior to so-called choice lots, chiefly at $4 75@5 00. Rams sold at $2 00@2 75. Receipts—Cattle 12,500 head; hogs 38,000 head; sheep 14,000 head.

EAST LIBERTY—Cattle, receipts light and unchanged. Hogs active and higher; prime light Yorkers and pigs $4 65@4 85; common to fair Yorkers and best medium weights $3 75@3 80; heavy hogs $3 55@3 60; roughs $2 25@3 10. Sheep steady; choice $4 00@4 10; common $2 60@3 25; spring lambs $4 25@5 50. Veal calves $6 00@6 50.

CINCINNATI—Hogs active and lower at $3 00@3 55.

### Metals.

NEW YORK—Pig iron dull; southern $9 25@10 25; northern $10 00@12 00. Copper steady; brokers $11 25; exchange 11⅛@11¼c. Tin quiet; straits $14 00@14 10; plates quiet. Spelter quiet at $4 25@4 35. Lead strong; exchange $3 62½@3 70; brokers' $3 35.

### Petroleum.

OIL CITY—Credit balances $2c; certificates, no quotations; shipments 59,447 barrels; runs 126,768 barrels.

NEW YORK—Petroleum, Pennsylvania crude steady; July 85c bid.


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Arrive CINCINNATI..... 6:05 p. m.
Arrive INDIANAPOLIS..... 10:15 p. m.
Arrive ST. LOUIS..... 7:00 a. m.
PENNSYLVANIA STANDARD COACHES.
PENNSYLVANIA DINING CAR.
PULLMAN CARS FROM WHEELING JUNCTION THROUGH WITHOUT CHANGE.

OTHER TRAINS LEAVE WHEELING.

For Steubenville and Pittsburgh 7:25 a. m. week days; for Pittsburgh and the East and for Columbus and Chicago at 1:25 p. m. week days; for Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia and New York at 3:55 p. m. daily; for Steubenville and Dennison at 3:55 p. m. daily; for Pittsburgh at 7:00 p. m. week days; for Columbus, Dayton, Cincinnati, Indianapolis and St. Louis at 9:30 p. m. week days. City time.

Parlor Car to Pittsburgh on 3:55 p. m. and 7 p. m. Trains.

Persons contemplating a trip will find it profitable in pleasure and convenience to communicate with the undersigned, who will make all necessary arrangements for a delightful journey. Tickets will be provided and baggage checked through to destination.

JOHN G. TOMLINSON,
Passenger and Ticket Agent, Wheeling, W. Va. oc1

WHEELING BRIDGE & TERMINAL RY.

C. O. BREWSTER, Receiver.

Time Table No. 12, to take effect 12:01 a. m., Sunday, November 19, 1895.

Leave Wheeling—†5:00, †9:45, †11:40 a. m., 12:20, *3:15, †4:30, †9:00 p. m.

Leave Peninsula—†6:06, †9:51, †11:46 a. m., 12:26, *3:21, †4:36, †9:06 p. m.

Leave Martin's Ferry—†5:12, †9:57, †11:51 a. m., 12:32, *3:27, †4:42, †9:12 p. m.

Arrive Terminal Junction—†5:17, †10:05, †11:58, a. m., 12:38, *3:32, †4:46, †9:18 p. m.

Leave Terminal Junction—†7:22, †9:00 a. m., *12:40 a. m., †1:25, †4:05, †5:14, †9:45 p. m.

Leave Martin's Ferry—†7:28, †9:07 a. m., *12:45, †4:05, †4:10, †5:19, †9:52 p. m.

Leave Peninsula—†7:34, †9:14 a. m., *12:51, †4:11, †4:17, †5:25, †9:58 p. m.

Arrive Wheeling—†7:40, †9:20 a. m., *12:57, †4:17, †4:25, †5:31, †9:05 p. m.

*Daily. †Daily except Sunday. ‡Sundays only.

All trains will run on Eastern Time.
J. E. TAUSSIG, Superintendent.

WHEELING & ELM GROVE RAILROAD.

On and after Saturday, February 2, 1895, trains will run as follows, city time:

| Leave Wheeling. | | | | Leave Elm Grove. | | | |
|---|---|---|---|---|---|---|---|
| Tr'n No. | Time a. m. | Tr'n No. | Time p. m. | Tr'n No. | Time a. m. | Tr'n No. | Time p. m. |
| 2 | †6:00 | ‡0 | 3:00 | 1 | †6:06 | ‡19 | 3:06 |
| 4 | 7:00 | ‡22 | 4:00 | 3 | 7:06 | ‡21 | 4:06 |
| 6 | 8:00 | ‡24 | 5:00 | 5 | 8:06 | ‡23 | 5:06 |
| 8 | 9:00 | ‡26 | 6:00 | 7 | 9:06 | ‡25 | 6:06 |
| 10 | 10:00 | ‡28 | 7:00 | 9 | 10:06 | ‡27 | 7:06 |
| 12 | 11:00 | ‡30 | 8:00 | 11 | 11:06 | ‡29 | 8:06 |
| | p. m. | | 9:00 | | p. m. | | 9:06 |
| 14 | 12:00 | ‡32 | 10:00 | 13 | 12:06 | ‡33 | 10:00 |
| 16 | 1:00 | ‡36 | 11:00 | 15 | 1:06 | ‡35 | 11:00 |
| 18 | 2:00 | | | 17 | 2:06 | | |

†Daily, except Sunday.

Sunday church trains will leave Elm Grove at 9:43 a. m. and Wheeling at 12:17 p. m.

H. E. WEISGERBER, General Manager.

MACHINERY.

REDMAN & CO.,
GENERAL MACHINISTS,
AND MANUFACTURERS OF MARINE AND STATIONARY ENGINES.
ja17 Wheeling, W. Va.

## RAILWAY TIME CARD.

Arrival and departure of trains on and after May 16, 1897. Explanation of Reference Marks: *Daily. †Daily, except Sunday. ‡Daily, except Saturday. ¶Daily, except Monday. ‖Sundays only. °Saturdays only. Eastern Standard Time.

| Depart. | B. & O.—Main Line East. | Arrive. |
|---|---|---|
| *2:25 am | Wash., Bal., Phil., N.Y. | *9:20 am |
| *3:00 pm | Wash., Bal., Phil., N.Y. | ..... |
| †7:00 am | ...Cumberland Accom... | †4:30 pm |
| *5:00 pm | .....Grafton Accom..... | *10:10 am |
| *10:55 am | ..Washington City Ex... | *10:20 pm |
| Depart. | B. & O.—C. O. Div., West. | Arrive. |
| *1:25 am | For Columbus and Chi. | *1:15 am |
| †7:35 am | ...Cambridge Accom... | †7:30 pm |
| *10:05 am | ..Columbus and Cincin... | *3:05 am |
| *11:40 pm | Columbus and Cincin... | *3:05 am |
| *3:25 pm | Columbus and Chi. Ex. | †11:50 am |
| † 7:35 am | ..St. Clairsville Accom.. | †11:50 am |
| †3:35 pm | .St. Clairsville Accom.. | † 7:30 pm |
| *10:40 am | .....Sandusky Mail..... | *5:00 pm |
| Depart. | B. & O.—W. D. R. Div. | Arrive. |
| *8:10 am | .....For Pittsburgh..... | *10:25 am |
| *7:10 am | ..... Pittsburgh ..... | *9:50 pm |
| *5:10 pm | ..Pittsburgh and East.. | *11:30 pm |
| 11:18 pm | ..... Pittsburgh ..... | †12:15 pm |
| Depart. | P., C., C. & St. L. Ry. | Arrive. |
| †7:25 am | ..... Pittsburgh ..... | †9:15 pm |
| †9:45 am | Steubenville and West | †6:15 pm |
| †9:45 am | ..Steubenville Accom.. | †6:15 pm |
| †1:25 pm | ..Pittsburgh and N. Y.. | †8:25 pm |
| *2:55 pm | ..Pittsburgh and N. Y.. | *11:00 am |
| †7:00 pm | ...Pittsburgh Accom... | †9:20 am |
| | WEST. | |
| †2:45 am | Ex., Cin. and St. Louis | †7:12 am |
| †9:20 pm | Ex., Cin. and St. Louis | †6:15 pm |
| †11:[illegible] pm | ..Ex., Steub. and Chi.. | †3:26 pm |
| *[illegible]:55 pm | ..Pitts. and Dennison.. | *11:20 am |
| Depart. | C. & P.—Bridgeport. | Arrive. |
| †5:53 am | Fort Wayne and Chi. | †9:25 pm |
| †5:53 am | ..Canton and Toledo.. | †9:25 pm |
| †5:53 am | Alliance and Cleveland | †9:25 pm |
| †5:53 am | Steubenville and Pitts. | †9:25 pm |
| ‖10:09 | Steubenville and Pitts. | ‖11:05 am |
| †12:10 pm | Fort Wayne and Chi. | †6:10 pm |
| †12:10 pm | ..Canton and Toledo.. | †6:10 pm |
| †12:10 pm | Alliance and Cleveland | †7:35 pm |
| †3:58 pm | Steub'e and Wellsville | †9:58 am |
| †5:54 pm | Philadelphia and N. Y. | †6:10 pm |
| †5:54 pm | ..Baltimore and Wash.. | †6:10 pm |
| †5:54 pm | Steub'e and Wellsville | †6:10 pm |
| Depart. | W. & L. E. | Arrive. |
| *9:00 am | ....Toledo and West.... | *5:40 pm |
| *2:00 am | Brilliant and Steuben'e | *5:40 pm |
| *4:40 pm | ..Massillon and Canton.. | *10:00 am |
| *4:40 pm | Brilliant and Steuben'e | *10:00 am |
| *9:00 am | Cleve., Akron & Canton | *5:40 pm |
| Depart. | C., L. & W.—Bridgp't. | Arrive. |
| †7:05 am | Cleve., Toledo and Chi. | †2:30 pm |
| †1:25 pm | Clevel., Toledo and Chi. | †6:05 pm |
| †5:25 pm | ....Massillon Accom..... | †11:00 am |
| †7:01 am | ..St. Clairsville Accom.. | †9:22 am |
| †10:08 am | ..St. Clairsville Accom.. | †1:30 pm |
| †2:26 pm | ..St. Clairsville Accom.. | †5:15 pm |
| †5:26 pm | ..St. Clairsville Accom.. | †7:22 pm |
| †1:40 pm | .....Local Freight..... | †11:50 am |
| Depart. | Ohio River R. R. | Arrive. |
| *7:30 am | 