CONFEDERATE MINES.

Their Submarine Battery Service—The Richmond Torpedo Bureau—Two Monitors and Three Gunboats Destroyed in a Fortnight—The Fate of the Commodore Jones—How Admiral Sampson was Blown up.

New York Post: In previous articles the submarine mine as a military weapon has been briefly traced, from its invention by Captain David Bushnell, of Washington's army, through its advance in the hands of Robert Fulton and its use against the British in our war of 1812, to its masterly but resistless development by Colonel Colt, popularly known as the designer of the Colt revolver.

The submarine mine was thus shown to be purely American in origin. And, although the Russians, with characteristic enterprise, employed it largely for their coast defense in 1853, its positive establishment among the major engines of modern warfare must be credited, like its origin, to America. So wide, indeed, is the fame of that establishment as nearly to obliterate the memory of all preceding stages; witness, for example, the typical phrase of a recent English authority: "Submarine mines first came into existence during the American war of the secession."

The outbreak of the war revealed to the south with pitiless clearness the full meaning of naval destitution. With an enormous seaboard fairly courting attack, with scores of navigable rivers laying open vital parts, with a constantly increasing hostile fleet pressing in upon every side, it had hardly a ship to call to its defense. One by one, in rapid succession its ports were captured or closed. Its most brilliant successes on land were offset and neutralized by maritime disasters; and isolation from the markets of the world threatened imminent ruinous consequences. Dire necessity forced into use every makeshift weapon that ingenuity could devise, and when the submarine mine came to stand at the head of the list, it was by virtue of proved fitness. Mines were cheap, and the south had no money to spare. Mines, managed by a handful of men, could wreck the finest vessels afloat. And, more important still, mines could find the vulnerable point in that new and terrible creation, the iron-clad, whose walls the ordnary artillery of the day battered in vain. Taking them up in a tentative way, the rebel government soon understood their great possibilities, and on October 13, 1862, a bill was passed looking to the definite formation of the "Confederate States Submarine Battery Service."

With this step began a new era in the history of submarine defensive warfare. The best energies of the ablest mines at once bent to its furtherance. Mr. M. F. Maury, succeded by General Rains, was placed in control of a special "Topedo Bureau," centered in Richmond. Late United States naval officers of the first standing were detailed to organize and instruct "secret service corps," to whom many distinctive privileges were awarded, together with the promise of a large percentage of the value of all enemy's property destroyed. Under the stimulus of the hour, clever inventions multiplied. Elaborate and extensive experiments were instituted, and trained men were hurried to Europe to gather all applicable information and to secure all possible aid. England rose to the occasion with particular alacrity, and would have deserved no small thanks from the rebel power even had she limited her contributions to a single item—those peerless, deadly little "Wheatstone Magnetic Exploder" batteries that she manufactured and exported especially for rebel use.

"During the summer of 1863," says Lieutenant Commander Barnes, "the rebels were busily and systematically engaged in improving and adding to their torpedo defenses. The 'Department of Submarine Defenses' in Charleston alone numbered from fifty to sixty officers and men, whose sole duty was to prepare, put down, examine and keep in order the torpedoes of Charleston, while all the material requiring skilled labor was furnished by the bureau at Richmond. At other points the same system prevailed.

"Within a very short period * * * a system was formed so far perfect and complete that our progress upon the water was materially checked. The channels of approach to the ports of Wilmington, Charleston and Mobile * * * were fined with sunken torpedoes of many different forms and capable of ignition by a variety of agencies and clever devices. Rivers and bays, through which our vessels had passed freely and with impunity, now became dangerous ground, to be navigated with caution."

But the liveliest caution, spurred by ghastly experience, often proved futile. In the very last fortnight of the naval war two monitors and three gunboats were utterly destroyed by the mines of Blakely River, Mobile Bay, though the ground had previously been "swept" with infinite care, and though a "sweeping" launch had been blown to atoms during the process. Admiral Lee, commanding the naval division of the James river expedition, May, 1864, imposed rigid and minute precautions upon each vessel in his fleet. Not only was the channel swept and dragged in every possible way before the slow advance of the ship, but also the enemy's bank of the river was scoured and scoured again for batteries and operators. Yet one of the worst mine catastrophes of the war occurred then and there. "Most of the vessels," wrote Lieutenant Commander Barnes, an eye-witness, "had reached Deep Bottom, and several had anchored to take coal, while the advance pushed slowly ahead, following the shore a detachment searching the left bank. A negro here joined the squadron with the intelligence that torpedoes were placed in the deep water at the bend of the river. A signal was at once made to the advance to fall back and anchor.

The Jones, the Commodore Jones, a large and heavily armed gunboat, was at the moment considerably in advance, and, with heavy drags out astern, was slowly moving ahead. The small boats of the fleet were ahead of and around her, also engaged in dragging and sweeping the channel. The negro displayed great solicitude for this vessel, and repeatedly declared she was very near the torpedoes. In obedience to the signal the ill-fated craft commenced backing her engines, but had hardly gathered sternway when suddenly, and without any apparent cause, she appeared to be lifted bodily, her wheels rapidly revolving in mid-air; persons declared they could see the green sedge of the banks beneath her keel. Then through her shot to a great height an immense fountain of foaming water, followed by a denser column thick with mud. She absolutely crumbled to pieces—dissolved, as it were, in mid-air, enveloped by the falling spray, mud, water, and smoke. When the turbulence excited by the explosion subsided, not a vestige of the huge hull remained in sight, except small fragments of her frame, which came shooting to the surface.

"Boats were instantly on the spot, and succeeded in rescuing the very few survivors of the crew, most of them terribly injured. The exact loss of life was never accurately ascertained, but sufficient data were made up from the survivors to put her loss in killed at forty officers and men. The wounded swelled the list of casualties to more than three-fourths of her complement."

The mine that wrought this havoc contained a ton of gunpowder, and was exploded by electricity. In the thick of the attack on Fort Sumter, April 7, 1863, Admiral Dupont's flagship, the New Ironsides, actually anchored over a similar monster; yet, for reasons explained in a contemporaneous letter from the fort, she escaped unscathed.

"The Ironsides," runs the letter, "was for an hour directly over our big torpedo. The operator says that if he had had the placing of her he could not have placed her better; but the confounded thing would not explode, owing to some defect in the insulation of the wires."

No such blessed accident befel the mine beneath our monitor Patapsco, lost in those same treacherous waters toward the close of the war. It was about 8 o'clock on a dark midwinter night in 1865. The Patapsco, as packet of the fleet, had been alternately drifting up current to Fort Sumter and steaming back to Lehigh buoy, to protect several small craft engaged in dragging for torpedoes. The monitor's guard of torpedo nets and tenders encircled her, and she moved in the channel already searched by the drags. The following is from Rear Admiral Dahlgren's official report:

"When again near Sumter, Lieutenant Commander Quackenbush, of the Patapsco steamed down once more, and for the last time. While approaching the Lehigh buoy there was a shock, a sound of explosion, a cloud of smoke on the port side, and in less than half a minute the Patapsco's deck was under the surface.

"Lieutenant Commander Quackenbush and his first lieutenant were standing on the top of the turret looking to the course of the vessel, for she had grounded once already on the shoal near the Lehigh buoy, when standing down the first time. They saw and heard only what is stated above.

"The captain gave the order to start the pumps and lower the boats, but scarcely a whole minute was allowed for the least effort.

" * * * From such accounts as I can gather in so short a time as has elapsed, it would seem that the explosion occurred on the port side under the ward-room, blowing it up so as to drive up the table and three officers who were sitting upon it. The spar deck was not blown through, but the lookout on the port side, some ten feet from the edge of the deck, was thrown up suddenly, and fell back with such force as to be nearly senseless. His rifle exploded and he was aware that the ball passed near him.

"It appears, also, that there was no disrupture of the vessel at the berth-deck, nor further aft; that no water came in there save at the hatches, as the Patapsco settled on the sea; and that her bow went down first, throwing the stern high up for an instant, so that a man standing there had to grasp at something to keep upright.

"It is believed that the berth-deck ladder was dislodged by the shock, and in the panic could not be replaced; hence, no men there were saved except they who rushed aft into the fire-room."

With these few exceptions the escaped numbered only such as chanced to be on deck at the moment of the explosion. Sixty-two officers and men, veterans of the long war, went down with the ship.

The captain, by good fortune, got safely off in his own boat, but the lieutenant, less favored, was dashed from the turret-ridge-rope into the sea. A picket launch presently coming his way, he climbed aboard, took command, and started on a diligent search for possible survivors from the wreck. Lieutenant Commander Quackenbush, reporting to the admiral, made a special point of commending this young man to notice, saying: "I would state that the cool intrepidity displayed by my executive officer * * * deserves the highest praise." The executive officer's name was William S. Sampson.

General Beauregard, who directed the mining of Charleston harbor, affirmed that, under the conditions obtaining, he placed "more reliance in one torpedo (submarine mine) than in five ten-inch columbiads," and a glance at compared statistics amply justifies his belief. In action against the enemy's ports during the course of the rebellion, nineteen United States vessels of war were wholly destroyed by submerged mines, while many others were seriously disabled by the same means. On the other hand, throughout those operations, not a single Union vessel went down before the Confederate artillerists, masters though they were of the heaviest ordnance that war had yet seen.

A Good Nomination.

Special Correspondence of Intelligencer.

ADDISON, W. Va., July 23.—The state senatorial Republican convention for the Eighth district, Monroe, Greenbrier, Pocahontas, Summers and Fayette counties, met to-day, and after a hard-fought battle Col. Harry Andrew, of Monroe, was nominated over Dr. Kirkpatrick, of Fayette. Col. Andrew is a winner. He is a warm-hearted, impulsive and honorable man, who before he had senatorial aspirations offered to give $5,000 to a cemetery fund for the erection of a Confederate monument. The Democratic ring of Monroe kicked up a row about it, but Mr. Andrew will redeem his promise.

ONE of nature's remedies; cannot harm the weakest constitution; never fails to cure summer complaints of young or old. Dr. Fowler's Extract of Wild Strawberry. 4

BALTIMORE & OHIO RAILROAD.

Atlantic City and Seashore Excursion Thursday, July 28, at Greatly Reduced Rates.

The next popular seashore excursion, via the Baltimore & Ohio railroad will be run Thursday, July 28, to Atlantic City, Cape May, Sea Isle City, Ocean City, N. J., and Ocean City, Md. Tickets will be good twelve (-2) days, including day of sale.

Stop overs will be allowed on return trip at Philadelphia, Baltimore and Washington on tickets sold to New Jersey resorts, and at Baltimore and Washington on tickets sold to Ocean City, Md.

Tickets will be sold on above date from Wheeling for $10.00 round trip, and trains will leave 12:25, 5:25 and 10:55 a. m. and 5:20 p. m.

Call on or address nearest ticket agent Baltimore & Ohio railroad for tickets and full information, or apply to T. C. Burke, passenger and ticket agent, Wheeling.

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FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, July 25.—Money on call steady at 1@1½ per cent; last loan 1¼ per cent. Prime mercantile paper 3½@4 per cent. Sterling exchange weak, with actual business in bankers' bills at $4 85@4 85½ for demand and $4 83⅝@4 84 for 60 days; posted rates $4 85@4 86½. Commercial bills $4 82½@4 83. Silver certificates 58⅝@59½c. Bar silver 59⅝c. Mexican dollars 46c.

There were some price movements of considerable importance in special stocks to-day, but the effect on the general list was only slight. The early heaviness in the railroads was to some extent corrected, and the level of prices generally brought back to above Saturday's close. Outside of the special cases referred to, however, the price movement was insignificant and no large demand for stocks was perceptible. The most conspicuous stock in the day's trading was Sugar, in which there was heavy buying, and prices advanced rapidly under vigorous manipulation. There was no news forthcoming to account for the rise, so far as the prospects of the company are concerned, the outlook continuing so far as known the same as when the recent large short interest was formed. The marking up of the stock is attributed to a powerful pool which has set about gunning for shorts. The combination apparently held pretty good success to-day and forced some large covering orders in the course of the 4¼ points advance. Some of the industrial stocks which have recently been the object of bear attacks sympathized in this rise, People's Gas and Tobacco rising over a point. The coalers presented their own particular inducement for shorts to cover in the announcement that Lackawanna had restored the $1 cut in the price of anthracite at Chicago, which was the occasion of the recent bear raid against these stocks. Gains of 1 to 3 points resulted all through the group. Chicago Greatwestern preferred A and B continued to rise on the authorized announcement of an impending dividend, each gaining 2 points. The common stock was also up a fraction. Chicago, Indianapolis & Louisville preferred advanced over 2 points. American Express rose 2 points, Adams Express 4 and Manitoba 1. The day's trading resulted in largely reducing the outstanding short interest without arousing any outside inquiry for stocks.

Bonds came to a halt to-day, the Northern Pacific 3s being the only issue to show conspicuous activity. The government's withdrawal of deposits from the banks has somewhat reduced the available supply of money, but the demand continues so lax as to leave rates unaffected. Total sales $3,335,000.

The new government 3s were quoted on call at the board at 104⅛@104⅜ when issued, and for the small bonds which are now being issued 104@104½. U. S. 5s declined ¼ in the bid price.

The total sales of stocks to-day were 206,700 shares.

BONDS AND STOCK QUOTATIONS.

U. S. new 4s reg.	125½	Ore. R. & Nav.	48
do coupon	126½	Pittsburgh	170
U. S. 4s	110⅝	Reading	17⅝
do coupon	111½	do first pro.	41⅞
do seconds	97	Rock Island	96
U. S. 5s reg.	112½	St. Paul	99⅝
do 5s coupon	113½	do preferred	151
Pacific 6s of '95	102	St. P. & Omaha	82½
Atchison	13¼	do preferred	153
do preferred	34⅝	Southern Pac.	19¾
Bal. & Ohio	18½	Texas & Pac.	12½
Can. Pacific	85	Union Pac., pre.	60½
Can. Southern	53¼	Wabash	7½
Central Pacific	15	do preferred	18½
Ches. & Ohio	22⅝	W. & L. E., Tr.	⅝
Chi. & Alton	160	do preferred	10
Chi., Bur. & Q.	106½	Adams Ex.	101
C. C. C. & St. L.	41⅝	American Ex.	135
do preferred	85	U. S. Express	40
Del. & Hudson	106¼	Wells Fargo	119
Del., Lack. & W.	151½	Am. Spirits	11⅝
Den. & Rio G.	12	do preferred	33
do preferred	50¾	Am. Tobacco	120½
Erie (new)	13	do preferred	124
do first pre.	34⅞	People's Gas	93⅞
Fort Wayne	170	Col. F. & Iron	29
Hocking Valley	5½	do pre., off'd.	90
Illinois Central	108¼	Gen. Electric	29¼
Lake Erie & W.	13½	Illinois Steel	56
do preferred	70⅞	Lead	35½
Lake Shore	189¼	do preferred	109½
Lou. & Nash.	53⅝	Pacific Mail	29⅝
Mich. Central	106	Pullman Pal.	209
Mo. Pacific	34⅞	Silver Cer.	60⅝
N. J. Central	80	Sugar	136⅞
N. Y. Central	114¼	do preferred	113⅞
Northwestern	125½	Tenn. Coal & R.	28
do preferred	173	U. S. Leather	7¼
Northern Pac.	29⅞	do preferred	67¾
do preferred	71¼	Western Union	92⅝

Breadstuffs and Provisions.

CHICAGO—Corn advanced on dry weather to-day and upheld the other speculative markets like a life buoyancy. Corn closed ⅝@¾c high. Wheat left off ⅜@½c lower. Oats rose ¼c. Pork and lard advanced 2½c each, and ribs 2½@5c.

A slight sprinkling of rain that was falling here as the session commenced started corn easy. The market, however, was soon freed from this influence. Continued dry weather was the reason for additional strength, and when the signal service predicted another thirty-six hours prolongation without rain the trade was not slow to realize the situation. An active demand from nearly all the prominent bulls started prices up with a rush. The country had a few selling orders in the pit at the openings, but the offerings were quickly absorbed. When big shorts attempted to come in, it was a case of bid and get nothing until the September price touched 35½c, or a full cent better than the opening. At this point long property came out freely, and there was active selling against calls. The increase in offerings caused some recession, but there were plenty of buyers at the reduction to again advance September to 35⅝c. The readiness with which Liverpool responded to the advance here Saturday was considered significant. September opened ⅛@¼c lower at 34⅝@34½c, advanced quickly to 35½c, reacted to 34⅝c, then firmed up to 35¼@35⅜c at the close.

Lower quotations from Liverpool and favorable weather for the spring crop sent wheat down at the opening. September started at from 67½c, sellers, to 67⅜, and had touched 67¼c when the advance in corn exerted a buoyant effect. When the corn market commenced to give indications of having reached the culmination of its advances, the bears in the wheat pit were encouraged to sell with greater freedom than they had been doing while corn kept on the rampage. This, together with indications of enormous receipts everywhere the rest of the week, coupled with a declining cash market, caused wheat to become very heavy. After a downward reaction in corn that commodity began another rise, infusing a bullish spirit into the wheat market. September wheat, which had sold as low as 66⅞c, recovered to 67⅜c near the close. Atlantic port clearances of wheat and flour were equal to 200,000 bushels. Chicago receipts were 157 cars, of which 83 were No. 2. Last year on the corresponding day 193 cars were received here. Minneapolis and Duluth reported 123 car loads, against 457 a year ago. September opened ⅜c lower at 67⅜@67½c, up to 67⅝c, down to 66⅞c, then rose to 67⅝c asked at the close. December started ¼c down at 67¼@67¼c, advanced to 67⅜@67½c, reacted to 66⅞@67c, and closed at 67¼c bid.

Oats followed corn. September opened unchanged at 20⅝c, rose to 21c, declined to 20⅝c, then rallied to 20⅞c bid, the closing price.

Higher prices for hogs and the strength of corn held provisions firm. September pork began 2½c lower at $9 95, off to $9 92½, then up to $10 00, the closing price. The range of lard and ribs was small.

Estimated receipts to-morrow: Wheat, 285 cars; corn, 650 cars; oats, 345 cars; hogs, 20,000 head.

Cash quotations were as follows:

Flour steady.

Wheat—No. 2 spring 73c; No. 3 spring 70@73c; No. 2 red 75c.

Corn—No. 2, 34⅝c; No. 2 yellow 35@35¼c.

Oats—No. 2, 24½c; No. 2 white 28c; No. 3 white 26@27c.

Rye—No. 2, 47c.

Barley—No. 2, 31@35c.

Flaxseed—No. 1, 98c.

Timothyseed—Prime $2 55.

Mess Pork—Per barrel $9 90@9 95.

Lard—Per 100 lbs., $5 55@5 57½.

Short Ribs—Sides (loose) $5 50@5 80.

Dry salted shoulders (boxed) 4¾@5c.

Short clear sides (boxed) $5 85@6 10.

On the produce exchange to-day, the butter market was steady; creameries 13½@17½c; dairies 11@15c.

Eggs—Steady; fresh 11c.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2.				
July	76½	77	74	74
Sept.	67⅝	67⅝	67⅛	67⅜
Dec.	67⅛	67⅜	66⅞	67⅛
Corn, No. 2.				
July	34⅝	35⅝	34⅝	35⅛
Sept.	34⅝	35⅛	34⅝	35⅛
Dec.	34⅞	35⅞	34⅞	35⅜
May	35⅝	36⅛	35⅛	35
Oats, No. 2.				
July	21¼	24⅞	24¼	24⅞
Sept.	20⅝	21	20⅝	20⅞
May	23½	24	23½	23⅝
Mess Pork.				
July	9 85	9 87½	9 85	9 87½
Sept.	9 95	10 00	9 92½	10 00
Lard.				
Sept.	5 62½	5 65	5 60	5 65
Oct.	5 65	5 67½	5 65	5 67½
Short Ribs.				
Sept.	5 67½	5 70	5 65	5 70
Oct.	5 70	5 72½	5 70	5 72½

NEW YORK—Flour, receipts 10,000 barrels; exports 3,600 barrels; market dull and easy.

Wheat, receipts 143,800 bushels; exports 135,900 bushels; spot market weak; No. 2 red 80c f. o. b. afloat, export grade to arrive; options weak; closed 3¼c lower for July, and other months ½@¾c off; No. 2 red July closed at 79c; September closed at 72¼c.

Corn, receipts 56,600 bushels; exports 113,000 bushels; spot market firm; No. 2, 40½c f. o. b. afloat; options generally strong all day; closed ⅝c higher; July closed at 38⅝c; September closed at 39⅝c.

Oats, receipts 307,800 bushels; exports 192,800 bushels; spot market firm; No. 2, 23c; No. 2 white 31½@32c; options closed ¼c net higher; September closed at 25⅞c.

Hops steady. Cheese firm. Tallow easy. Cottonseed oil steady. Molasses steady.

BALTIMORE—Flour firm. Wheat weak; spot and month 73½@73⅝c; August 74¼@74½c; receipts 99,900 bushels; exports 663,829 bushels. Corn firmer; spot and month 38½@38⅝c; August 38¾@39c; receipts 13,900 bushels. Oats steady and demand fair; No. 2 white 32@33c; No. 2 mixed 30@31c; receipts 3,000 bushels. Butter steady; fancy creamery 18@19c; do imitation 17c; do ladle 14@15c; good ladle 12@13c; store packed 10@11c. Eggs firm; fresh 12½c. Cheese steady.

CINCINNATI—Flour dull. Wheat easier; No. 2 red 73@74c. Corn active and firm; No. 2 mixed 36c. Oats firm; No. 2 mixed 27c. Rye quiet; No. 2, 42c. Lard quiet at $5 30. Bulkmeats firm at $5 70. Bacon firm at $6 65. Whisky steady at $1 25. Butter in good demand. Sugar easy. Eggs dull at 9c. Cheese steady.

Live Stock.

CHICAGO—Cattle 10@15c higher; choice steers $5 25@5 75; medium $4 80@4 95; beef steers $4 30@4 75; stockers and feeders $3 40@4 80; bulls $3 00@4 25; cows and heifers $3 10@4 00; calves $3 50@7 00. Hogs active; fair to choice $4 00@4 15; packers $3 85@3 97½; butchers $3 85@4 10; mixed $3 85@4 07½; pigs $3 00@3 90. Sheep dull and 15@25c lower; common to choice lambs $3 50@6 25; inferior to choice native sheep $3 00@4 65. Receipts: Cattle, 14,500 head; hogs, 32,000 head; sheep, 16,000 head.

EAST LIBERTY—Cattle strong and higher on extras; extra $5 00@5 10; prime $4 90@5 00; common $3 80@4 00. Hogs active; prime mediums and best Yorkers $4 10@4 15; heavy $4 05@4 10; pigs, as to quality, $3 85@4 10; Yorkers $4 00@4 10; roughs $2 75@3 75. Sheep dull and lower; choice $4 45@4 50; common $3 50@3 90; yearlings $4 00@4 85; spring lambs $4 50@5 50. Veal calves $6 50@6 75.

CINCINNATI—Hogs active and steady at $3 25@4 05.

Metals.

NEW YORK—The week in the metal market starts off with the feeling irregular in some departments and a shade better in others. At the close the metal exchange called pig iron warrants barely steady at $8 65@8 75, with sales of 1,200,000 tons; lake copper quiet at $11 50; tin quiet and easy at $15 50 bid and with $15 60 asked; lead quiet and steady at $3 95 bid and $4 00 asked; spelter quiet, with $4 50 bid and $4 60 asked. The firm naming the settling price for leading western miners and smelters quotes lead at $3 80.

Dry Goods.

NEW YORK—Dismal weather has held back progress in the dry goods market. The last demand in various sections of the country is quite heavy, as shown in advices from jobbers. Extras are quoted at 2c; practically only spots are sold. Odd goods are firm.

Petroleum.

OIL CITY—Credit balances 92c; certificates opened at 88⅜c bid for cash; highest 92⅛c; closed at 92c bid for cash. Total sales 1,000 barrels cash at 92½c; shipments 178,261 barrels; runs 137,658 barrels.

Wool.

NEW YORK—Wool lower.

The Mountain Chautauqua.

The sixteenth annual session of this famous Chautauqua will be held August 4 to 26, 1898. It is the most superb and sensible summer resort in America, 2,800 feet above sea level on the line of the picturesque Baltimore & Ohio railroad. The climate and scenery and social surroundings are all that could be desired. $300,000 have been spent in improvements. Mountain Lake Park is furnished with electric lights, and water works are now being put in. Five splendid hotels and two hundred and fifty cottages, many of which receive boarders, open their doors at reasonable rates to tourists. The charming lake furnishes excellent boating and fishing. The Chautauqua summer schools are in session for four weeks. They include thirty departments of important study under the care of enthusiastic and capable teachers out of the leading American colleges. The Chautauqua programme with three entertainments daily furnishes the best things in lectures, entertainments and music which genius can devise or money procure. The beautiful detailed illustrated programme can be secured by addressing the agent of the Baltimore & Ohio railroad, Mountain Lake Park, Maryland.

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STEAM AND HOT WATER HEATING.

A full line of the celebrated SNOW STEAM PUMPS

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The great remedy for nervous prostration and all nervous diseases of the generative organs of either sex, such as Nervous Prostration, Failing or lost Manhood, Impotency, Nightly Emissions, Youthful Errors, Mental Worry, excessive use of Tobacco or Opium, which lead to Consumption and Insanity. $1.00 per box by mail: 6 boxes for $5.00.

MOTT'S CHEMICAL CO., Prop's, Cleveland, Ohio.

For sale by C. H. GRIEST & CO., 1139 Market street. d&w

MADE ME A MAN

AJAX TABLETS POSITIVELY CURE ALL Nervous Diseases—Failing Memory, Impotency, Sleeplessness, etc., caused by Abuse or other Excesses and Indiscretions. They quickly and surely restore Lost Vitality in old or young, and fit a man for study, business or marriage. Prevent Insanity and Consumption if taken in time. Their use shows immediate improvement and effects a CURE where all other fail. Insist upon having the genuine Ajax Tablets. They have cured thousands and will cure you. We give a positive written guarantee to effect a cure in each case or refund the money. Price 50 CTS. per package; or six pkgs. (full treatment) for $2.00. By mail, in plain wrapper, upon receipt of price. Circular free. AJAX REMEDY CO., 19 Dearborn St., Chicago.

For sale in Wheeling, W. Va., by Logan Drug Co. ' fe23-th&s

48 AND 49 FOR MEN CHECKS IN 6 HOURS. CURES IN 3 DAYS. C. H. GRIEST & CO., 1139 Market Street, Wheeling. de29

RAILROADS.

FAST • TIME

• OVER •

PENNSYLVANIA SHORT LINES

"PAN HANDLE ROUTE."

LEAVE WHEELING 9:45 A. M., CITY TIME, DAILY EXCEPT SUNDAY.
Arrive COLUMBUS..... 2:10 p. m.
Arrive CINCINNATI..... 5:45 p. m.
Arrive INDIANAPOLIS..... 10:00 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 7:35 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. oc3

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.	T'me a. m.	Tr'n No.	T'me p. m.	Tr'n No.	T'me a. m.	Tr'n No.	T'me p. m.
2....	†6:00	20....	3:00	1....	†6:09	19....	3:09
4....	7:00	22....	4:00	3....	7:09	21....	4:09
6....	8:00	24....	5:00	5....	8:09	23....	5:09
8....	9:00	26....	6:00	7....	9:09	25....	6:09
10....	10:00	28....	7:00	9....	10:09	27....	7:09
12....	11:00	30....	8:00	11....	11:09	29....	8:09
	p. m.	32....	9:00		p. m.	31....	9:09
14....	†12:00	34....	10:00	13....	12:09	33....	10:09
16....	1:00	36....	11:00	15....	1:09	35....	11:09
18....	3:00			17....	2:09		

†Daily, except Sunday.

Sunday church trains will leave Elm Grove at 9:45 a. m. and Wheeling at 12:17 p. m.

H. E. WEISGERBER,
General Manager.

THE MONONGAH ROUTE IS THE Short Line between Fairmont and Clarksburg. Quick Time—Fast Trains—Sure Connections. When traveling to or from Clarksburg or West Virginia & Pittsburgh railroad points, see that your tickets read via the Monongahela River Railroad. Close connections at Fairmont with B. & O. trains and at Clarksburg with B. & O. and W., V. P. trains. Tickets via this route on sale at all B. & O. and W., V. & P. R. R. stations.

HUGH G. BOWLES, Gen'l. Supt.

RAILWAY TIME CARD.

Arrival and departure of trains on and after May 15, 1898. 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.
*12:25 am	Wash., Bal., Phil., N.Y.	*9:20 am
¶4:45 pm	Wash., Bal., Phil., N.Y.	.....
*7:00 am	...Cumberland Accom...	*4:00 pm
*4:45 pm	.....Grafton Accom.....	*10:10 am
*10:55 am	...Washington City Ex..	*11:00 pm
Depart.	B. & O.—C. O. Div., West	Arrive.
*7:35 am	For Columbus and Chi.	*1:15 am
*10:25 am	...Columbus and Cincin..	*6:15 pm
*11:40 pm	..Columbus and Cincin..	*6:25 am
*2:25 pm	Columbus and Chi. Ex.	*11:50 am
†10:25 am	..St. Clairsville Accom..	†11:50 am
†3:25 pm	..St. Clairsville Accom..	†8:15 pm
*10:25 am	.....Sandusky Mail.....	*8:15 pm
Depart.	B. & O.—W., P. B. Div.	Arrive.
*5:25 a.m.	.....For Pittsburgh.....	*10:20 am
*7:15 am	..... Pittsburgh	*4:20 pm
*5:20 pm	..Pittsburgh and East..	*11:20 pm
†1:15 pm	..... Pittsburgh	†10:00 am
Depart.	P., C., C. & St. L. Ry.	Arrive.
†7:25 am	..... Pittsburgh	†9:15 pm
†9:45 am	Steubenville and West	†6:25 pm
†9:45 am	..Steubenville Accom...	†6:15 pm
*1:25 pm	..Pittsburgh and N. Y..	*8:25 pm
*3:55 pm	..Pittsburgh and N. Y..	*11:30 am
†7:00 pm	...Pittsburgh Accom...	†9:30 am
	WEST.	
†9:45 am	Ex., Cin. and St. Louis	†7:12 am
†9:30 pm	Ex., Cin. and St. Louis	†6:15 pm
†1:25 pm	...Ex., Steub. and Chi..	†3:25 pm
*3:55 p