GERMAN ATTITUDE

Towards the United States Defined by Ambassador White.

RELATIONS WITH GERMANY

HAVE BEEN, AND STILL ARE, VERY CORDIAL—THE SUBSTANTIAL, THINKING GERMANS ARE ENTIRELY FRIENDLY TO AMERICA — MISREPRESENTATIONS ON THE PART OF THE "YELLOW JOURNALS" OF THIS COUNTRY AND GERMANY TO BLAME FOR THE RECENT REPORTS OF THE UNFRIENDLINESS OF THE LATTER COUNTRY.

A Berlin dispatch in the New York Journal of Commerce says: In view of the deplorable fact that the attitude and sentiment of both the German officialdom and populace have been, and still are, grossly misrepresented in a large portion of the American press, a correspondent of the New York "Staats Zeitung" has undertaken to obtain unquestionable information from competent quarters on this matter. He has asked Mr. Andrew D. White, the diplomatic representative of the United States in Germany, for an explicit statement, and Mr. White was kind enough to grant the request. Another valuable statement of a highly official character was furnished in the German foreign office. These two statements leave no room for the slightest doubt that the official relations between the two countries are the very best. From the beginning the German government has maintained the strictest neutrality; in fact, a benevolent neutrality for the United States. The vast majority of the German populace is decidedly friendly to the Americans. Only the Agrarians and the Anti-Semites show a defiant attitude. There are, to be sure, quite a number of journals who have published unfavorable criticisms on the American warfare, but this is of no meaning whatever, those papers only having in mind to "keep up their right to criticise," which is, as generally known, an essentially German peculiarity. Mr. Andrew D. White said verbally:

"The relations between the German and American governments have been, and still are, excellent. As a simple matter of fact no person acquainted with the matter will deny that the German government has treated ours with fairness, or claim that it has been wanting in courtesy to our government or to its representative in Berlin. There is no exception to this statement.

"As to German people at large, I am satisfied that the substantial thinking part of them are on the whole friendly to America. I am receiving letters every day which indicate this. Of course, there has been on the part of a considerable number a natural sympathy with Spain as a weaker power fighting a stronger one; quite likely, too, a considerable portion of landed proprietors and of leading manufacturers have had prejudices against the United States caused by what they have considered interference with their prosperity; and it must be confessed that a very large majority of the German newspapers have been more or less hostile to the United States. But, it is perfectly evident that German sentiment is improving in this respect every day, as the real character of the struggle is more and more clearly seen.

"There have been unquestionably some provocations from the American side; some of our boasters and tall talkers have been taken too seriously here. There have also been utterances regarding Germany from time to time, even in some of our most respectable journals, which have stirred German resentment in some quarters. Indeed, on both sides of the Atlantic there seems to have been an elaborate and long-continued effort to misrepresent everything in both directions, so as to stir ill-feeling. Who is responsible for this on this side of the ocean or the other I cannot undertake to say; but, this much is certain—that most absurd charges have been telegraphed to the United States and widely spread.

"Leading Americans, too, suppose that the German government and the German people generally were treating the Americans badly, whereas the very opposite is the case; and, on the other hand, letter-writers have frequently sent to the leading German papers statements from America alleging that the Americans were treating the Germans there badly, and showing a general hatred of them. One or two incidents may be taken as typical of many. Shortly after my arrival here some one cabled to America a story that the feeling against America was so strong here that the emperor had felt obliged to publish an order insisting that official people must present themselves at my receptions.

"As a matter of fact, the so-called order was simply the usual official notification always issued when a new ambassador arrives and is ready to give his three regular receptions. The most courteous conduct and kind feeling was shown by all concerned.

"At one of the closing sessions of the Reichstag I was present to hear a most interesting debate. To my amazement shortly afterwards I learned that a story had been widely circulated in America that the secretary of the American embassy and myself had been grossly insulted from the floor by Conservative members of parliament. In this there was not the shadow of truth.

"Thinking men in Germany realize more and more the friendly attitude of the American government, and that German interests are far more likely to be promoted by maintaining friendly relations with us than by any unpleasant interference whatever. This is not mere surmise on my part; everything I know regarding the relations of the two countries shows me that this proper feeling toward us exists here, and that so far from German sentiment toward us growing worse, it is steadily growing better.

The foregoing was shown to a functionary in the German foreign office holding a responsible position. He fully confirmed Mr. White's statements, and added:

"We can only repeat that all calumnies, more especially those emanating from English sources, have been met with a prompt denial, and have, therefore, collapsed. This applies also to the so-called 'Irene' affair. The talking on board neutral ships of women and children is nothing unusual. The official reports received by this office show that neither the Americans nor the insurgents have shown the least resentment about the German ship. Both Dewey and the insurgents intend to limit their hostilities to the uniformed Spaniards bearing weapons; both the Americans and the insurgents like to have women and children removed from the scene of possible hostilities, as their presence is only embarrassing. The chief of the insurgents himself has asked a neutral man-of-war to take away four Spanish ladies and six children.

"From some English and American papers it would appear that we Germans are always lying in ambush waiting for a chance to do harm. Such tales are utterly groundless. All requests by Germans, and non-Germans also, to land German seamen at Manila for the protection of the property of foreigners have been flatly refused by this government in order to avoid even the slightest pretext for unfavorable comment. To those who appeared most scared we said that in an emergency there would be ships ready to take them aboard—Americans and Germans included. At Manila there exists the best relations between Americans and Germans."

Munyon's Headache and Indigestion Cure

is the only remedy on the market that will cure every form of Headache in 3 to 10 minutes, correct Indigestion, stimulate the nerves and build up the system. It should be in every home and every traveler's gripsack. At all Druggists. 25 cures, 25c.

BRAVE AS ANY SOLDIER.

This Girl Ought to Become a Gallant Warrior's Bride.

Detroit Free Press: "There goes a brave girl," said the woman holding a position at the soda water fountain that enabled her to see through the big show window.

"Which one?" asked her companion.

"That one crossing the street there," and they both studied a handsome young lady in a fetching summer outfit as she moved gracefully to the opposite corner. She was above the medium height, built on artistic lines, and with her shoulders well back, had a swinging heel-and-toe gait that marks the good walker.

"If she were a man she'd be in the army or navy as a fighter, and she'd be there now as a nurse if they would only accept her. I'll tell you what she did," continued her admirer, "and it took pluck, for she's as modest, refined and proper a girl as you ever knew. I live in the same block and our acquaintance is a very intimate one.

"When the first lot of our boys were leaving for the front there was an old lady who had just come in from the country with some neighbor, standing on the corner above us waiting for a car. I suppose that the poor thing was worn out with grief and loss of sleep. At any rate, she fainted there by the curb, and the girl I pointed out was the first to reach her. We helped her into Amy's house, for that is my friend's name. No sooner was the old lady revived than she insisted that she must hurry to the depot, for her only boy was with the troops. We protested in vain that she was not equal to the undertaking, and we had to appeal to the authority of a doctor, who positively forbade her going and stood ready to inforce his order.

"She was naturally a quiet and retiring little body, but she was made bold by her mother love and scolded us roundly between sobs because we kept her when her boy would think that she had neglected him at which might be their last opportunity for their meeting. She told pathetically how she had lost her husband in the civil war and how it would break her heart if her son would leave in doubt of her love and thoughtfulness for him.

"'I'll find him and tell him everything,' declared Amy, as she hurried for her hat. 'He shall know how much you longed to be with him and what prevented you.'

"She had the volunteer's name, and when she reached the depot he was pointed out to her, a big, strong, awkward farmer boy, with a good face, now clouded with gloom. You know what a scene there was at that time—mothers, sisters and sweethearts parting with those dear to them. And there stood that poor boy, alone, a wistful look in his eyes, not so much as a male friend to take his hand and bid him God speed. Amy went right up to him with the direct way she has and did her errand for the sorrowing little mother. It was a striking contrast, that stylish girl, pretty as a picture, and that hulking boy trying to restrain his grief while he listened to her message. The boys who knew her wondered and laughed, naturally enough. But I told you how brave she is.

"'Did mother send me anything?' he asked, just as an embarrassed child would have done. Poor woman! she had thought of nothing but to let him know that she had remembered and tried to reach him.

"'Yes, this,' and, throwing her arms about his neck, she gave the astonished soldier boy a resounding kiss and with face aflame was hurrying away before he could recover from the shock. I'll warrant that every man there envied the big brown-faced boy, who smiled, straightened up and realized that the world had suddenly been illumined for him. Could anything have been more thoughtful or brave?"

LOVE'S LONG VOYAGES

"So you have been married three years and are as much in love with your husband as ever?"

"Yes, I am."

"Hum! what is your husband?"

"He's captain of a whaler."—Ally Sloper.

Piles! Piles! Itching Piles.

SYMPTOMS—Moisture; intense itching and stinging; most at night; worse by scratching. If allowed to continue tumors form, which often bleed and ulcerate, becoming very sore. SWAYNE'S OINTMENT stops the itching and bleeding, heals ulceration, and in most cases removes the tumors. At druggists, or by mail, for 50 cents. Dr. Swayne & Son, Philadelphia. Refuse all substitutes. tths&w

B. & O. Sunday Excursions on Fourth Division.

Commencing Sunday, May 29, and every Sunday thereafter, until September 25, inclusive, the Baltimore & Ohio will sell excursion tickets to and from all stations between Wheeling and Grafton, good returning date of sale, at one fare for the round trip, with ten cents added.

Dr. Miles' Pain Pills cure Neuralgia.

FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, August 3.—Money on call steady at 1¼@1½ per cent; last loan 1½ per cent. Prime mercantile paper 3½@4½ per cent. Sterling exchange firm with actual business in bankers' bills at $4 85¼@4 85½ for demand and at $4 83¼@4 83⅜ for 60 days. Posted rates $4 84½@4 85 and $4 86@4 86½. Commercial bills $4 82⅜. Silver certificates 58¼@59½. Bar silver 59c. Mexican dollars 45⅛c.

There was no great outburst of speculative enthusiasm in the stock market to-day as a result of the peace news. The market broadened out materially and was confidentially strong all day, but inquiring observers feel considerable doubt whether the peace prospects had much to do with the rise. Of much more effect is the generally growing conviction that the dullness of the money market is not all due to sluggish trade conditions, but rather to the abundant supplies of money at interior points to meet the requirements of expanding business and the movement thus far of the crops. Yesterday's gold imports resulted in stiffening foreign exchange and in appreciably easier money rates for time loans. Exchange exports are not able to figure any profit on the gold import operation at the present level of exchange and these operations must be accepted as anticipative of future conditions. If the importers anticipated higher money rates abroad they probably would leave their funds there without drawing the exchange. It seems doubtful, also, whether the present low rates of money here would themselves invite such an operation. Prospects of an enlarged demand through awakened business activity must be looked to to explain the export gold movement. The general tenor of talk heard in Wall street is also of expected increase in trade and industrial expansion. The growth of the westbound freight movement and favorable reports from experts in the different trades are accepted against the shrinkage in the grain movement and resulting decrease in earnings on some of the western railroads. Statements of earnings for the fiscal year are being brought out simultaneously with those for the month of July and the heavy outlay for betterments and improvements shown by these exhibits, indicating possible economies in the future, serve to neutralize the decrease in current earnings. The general view in the street is unmistakably bullish. The general strength of the market was taken advantage of to realize profits in some of the recently manipulated industrial specialties, but there was a broad and comprehensive demand for the standard stocks, the grangers and the favorite dividend payers leading. Dealings in bonds were also active and widely distributed. A feature of the day was the rise to par of the Northern Pacific 4s. This is one of a large class of similar bonds issued recently for reorganization which have been favorites in the bond market. The Northern Pacific mortgage is the first of them to rise to par. There was a very large absorption of other railroad bonds which have been gaining added security from the largely increased earnings by railroads in the last fiscal year. Total sales $5,975,000.

U. S. 4s, the 5s and the old 4s registered advanced ¼ and the 3s when issued ⅛ in the bid price.

The total sales of stocks to-day were 322,700 shares.

BONDS AND STOCK QUOTATIONS.

U. S. new 4s reg.	127⅜	Ore. R. & Nav.	49⅞
do coupon	127¾	Pittsburgh	170
U. S. 4s	111¼	Reading	17¾
do coupon	111¼	do 1st pre.	41¼
do 2ds	97	Rock Island	97¼
U. S. 5s reg.	112	St. Paul	101¼
do 5s coupon	112	do preferred	152¼
Pacific 6s of '95	102½	St. P. & Omaha	83⅞
Atchison	13½	do preferred	153
do preferred	34⅞	Southern Pac.	20
Bal & Ohio	13¾	Texas & Pac.	12⅝
Canada Pacific	84	Union Pacific	62¼
Can. Southern	53⅜	Wabash	7¼
Central Pacific	16⅜	do preferred	19⅛
Ches. & Ohio	22⅞	Wheel'g & L. E.	1⅞
Chi. & Alton	159½	do preferred	12
Chi., Bur. & Q.	108⅜	Adams Express	102¼
C. C. C. & St. L.	42	American Ex.	136
do preferred	84	U. S. Express	41
Del. & Hudson	106	Wells Fargo	118
Del., Lack. & W.	151	Am. Spirits	12½
Den. & Rio G.	12¼	do preferred	35
do preferred	52⅜	Am. Tobacco	127¾
Erie (new)	13½	do preferred	130
do 1st pre.	35	People's Gas	99
Fort Wayne	171	Col. F. & Iron	20¼
Hocking Valley	4⅞	do preferred	65
Illinois Central	107⅜	Gen. Electric	39⅜
Lake Erie & W.	14	Illinois Steel	58
do preferred	71	Lead	37¼
Lake Shore	192½	do preferred	105⅛
Lou. & Nash	54⅞	Pacific Mail	31¼
Mich. Central	107½	Pullman Pal.	190¼
Mo. Pacific	36	Silver Cer.	58⅞
N. J. Central	90	Sugar	139½
N. Y. Central	118⅜	do preferred	114
Northwestern	133	Tenn. Coal & I.	25⅜
do preferred	175	U. S. Leather	7¼
Northern Pac.	30⅛	do preferred	68¼
do preferred	72½	Western Union	94

Breadstuffs and Provisions.

CHICAGO—Small domestic receipts and a firm Liverpool market to-day were motives for higher prices in wheat. September closed ⅜c higher and December gained ⅛c. Corn lost ⅛c. Oats rose ⅛@¼c. Provisions were extremely weak. Pork declined 30c, lard 15c and ribs 20c.

Higher Liverpool cables as a result of wet weather throughout England gave wheat a good start here. The domestic receipts were still more noticeably small than they were yesterday. That was a further reason for strength and as the figures were made known during the first hour of the session an addition was made to the first advance. Chicago received 108 cars, against 125 estimated and 136 received last year. Minneapolis and Duluth receipts were 75 carloads, compared with 167 the year before. Western primary receipts all told were only 452,000 bushels, against 777,000 bushels last year. Business in the pit was quite active at times, but not much of it came from outside of Chicago. There was an active demand for wheat for shipment east, and in the sample market prices paid were from 1 to 2 cents above those current yesterday for choice samples. Lower grades showed even a bigger advance. The quotations from Paris were at about 1c reduction. This weakness caused a break in the bullishness here, but the market soon revived when it became rumored around that the quantity sold here for prompt shipment east amounted to 400,000 bushels. The day's clearings of wheat and flour from Atlantic ports were equal to 613,000 bushels. September opened ⅛@⅜c higher at 65⅛@65¼c, rose gradually to 66c, then sold off to 65⅜c at the close. December started ⅛@⅜c up at 64⅜@64⅝c, advanced to 65⅜c and closed at 64⅞c.

Improved prospects for the crop brought about by rains weakened corn. Moderate selling by the country caused prices to fall off early. Later, however, the initial loss was partly recovered on buying puts and on a better export demand. Thoman's report, which dropped the condition eight points for July, gave the bulls some encouragement who sold out their lines yesterday were disposed to reinstate themselves on the long side. September opened ⅛c lower to ⅛c higher at 32⅜@32⅝c, rose to 32½@32⅝c, sold off to 32¼@32⅜c, advanced to 32⅝c and closed at 32½c asked.

A good shipping demand and moderate buying for the outside account held oats firm. Corn damage reports were also an influence. September opening unchanged at 20½c, declined to 20⅜c, rallied to 20⅝c and closed at 20⅝@20¾c.

Provisions furnished a sensation on excessive selling by several of the prominent packing interests. At one time pork was off 50c, lard 20c and ribs 30c. Covering by shorts to secure profits resulted in a reaction but this market had no special support and the feeling remained weak throughout the session. Traders generally were mystified by the sudden demoralization but several operators were of the opinion that the good prospects for ending the war with Spain were responsible. September pork opened 5c lower to 2½c higher at $9 12½@9 20, fell off to $8 70 and firmed up to $8 87½ at the close. September lard started unchanged to 5c down at $5 30@5 35, dropped to $5 15 and closed at $5 20. September ribs began 5c off at $5 30, declined to $5 05 and rallied to $5 15, the closing figures.

Estimated receipts for to-morrow: Wheat 100 cars; corn 500 cars; oats 200 cars; hogs 25,000 head.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2.				
Aug.	65⅞	67⅝	66¼	67⅞
Sept.	65⅛	66	65⅛	65⅞
Dec.	64⅜	65⅜	64⅜	64⅞
May	66⅞	67¼	66⅞	67¼
Corn, No. 2.				
Aug.	32½	32⅝	32⅛	32⅝
Sept.	32⅜	32⅝	32¼	32½
May	35⅛	35⅛	35	35⅛
Oats, No. 2.				
Sept.	20½	20⅝	20⅜	20⅝
May	23⅛	23⅜	23⅛	23⅜
Mess Pork.				
Sept.	9 12½	9 20	8 70	8 87½
Lard.				
Sept.	5 30	5 35	5 15	5 20
Oct.	5 30	5 30	5 20	5 25
Short Ribs.				
Sept.	5 30	5 30	5 05	5 15
Oct.	5 30	5 30	5 10	5 20

Cash quotations were as follows:

Flour—Dull and weak and 25c lower.

Wheat—No. 3 spring 68@75c; No. 2 red 68c.

Corn—No. 2, 32½@32¾c; No. 2 yellow 33@33¼c.

Oats—No. 2, 21@21½c; No. 2 white 25@28c; No. 3 white 24½@27c.

Rye—No. 2, 44c.

Barley—No. 2, 33@34c.

Flaxseed—No. 1, 86@86½c.

Timothyseed—Prime $2 60.

Pork—Mess per barrel $8 80@8 85.

Lard—Per 100 lbs $5 15@5 20.

Short ribs—Sides (loose) $5 05@5 40; dry salted shoulders (boxed) 4¾@5c; short clear sides (boxed) $5 50@5 75.

Sugars—Unchanged.

Butter and eggs—Unchanged.

NEW YORK—Flour, receipts 23,684 barrels; exports 7,734 barrels; market steady and a trifle more active on the strength of western cash wheat markets.

Wheat, receipts 65,675 bushels; exports 121,219 bushels; spot market strong; No. 2 red 74⅛c f. o. b. afloat; export grade to arrive; options were strong, closing at ⅜@⅝c net advance.

Corn, receipts 76,200 bushels; exports 125,310 bushels; spot market easy; No. 2, 37⅜c f. o. b. afloat; options opened easy, closing unsettled at ⅛@¼c net decline; September closed at 37c.

Oats, receipts 132,900 bushels; exports 41,530 bushels; spot market quiet; No. 2, 27¼c; No. 2 white 31½c; options quiet, but steady on unfavorable crop reports, closing ⅛c net higher; September 25⅝c.

Hops quiet; state, common to choice, 1895 crop, 3@4c; 1896 crop, 6@7c; 1897 crop, 11@12c; Pacific coast, 1895 crop, 3@4c; 1896 crop, 6@7c; 1897 crop, 11@12c.

Cheese, large, 7@7¼c; small 8c; large white 7⅛@7¼c; small white 7⅜c.

Tallow steady. Cottonseed oil easy. Rice steady. Molasses steady.

Coffee, options opened steady at unchanged prices; ruled a shade firmer. Closed steady and unchanged to 5 points lower; sales 21,000 bags, including September $5 50.

Sugar, raw quiet but firm; refined firm.

BALTIMORE—Flour dull and unchanged; receipts 33,965 barrels; exports 7,947 barrels. Wheat firm; spot 72¼@72⅜c; month 71⅛@71⅜c; September 70⅜@71c; steamer No. 2 red 70¼@70⅜c; receipts 86,841 bushels; exports 215,600 bushels; southern wheat by sample 65@73c; do on grade 69⅜@73⅜c. Corn easier; spot and month 36½@36⅝c; September 36⅝@37c; steamer mixed 35½@35⅝c; receipts 33,122 bushels; exports 85,714 bushels; southern white and yellow corn 39@40c. Oats easier; No. 2 white western 33@33½c; No. 2 mixed do 31½@32c; receipts 10,259 bushels; exports none. Butter steady; fresh creamery 20c. Eggs firm and unchanged. Cheese steady and unchanged.

CINCINNATI—Flour quiet. Wheat firmer; No. 2 red 68c. Corn easier; No. 2 mixed 35c. Oats steady; No. 2 mixed 23½c. Rye quiet; No. 2, 42c. Lard weak and lower at $4 95. Bulkmeats quiet at $5 50. Bacon easier at $6 50. Whiskey dull at $1 25. Butter steady. Sugar firm. Eggs dull at 9c. Cheese steady.

Live Stock.

CHICAGO—Some sales were 5@10c higher, but the common and medium grades were no more than steady. Choice steers $5 20@5 65; medium $4 65@4 85; beef steers $4 00@4 60; stockers and feeders $3 00@4 65; bulls $2 50@4 30; cows and heifers $3 00@4 20; calves $3 25@7 00. Trades in hogs was fairly active. Fair to choice $3 80@3 92½; packers $3 55@3 77½; butchers $3 00@3 90; mixed $3 60@3 87½; light $3 60@3 87½; pigs $2 75@3 80. There was a good demand for sheep at ruling prices. Poor to prime lambs $3 75@6 35; native sheep $3 00@4 75; rams $2 25@3 40. Receipts—Cattle, 11,500 head; hogs, 30,000 head; sheep 12,000 head.

EAST LIBERTY—Cattle steady; extra $5 00@5 10; prime $4 90@5 00; common $3 80@4 00. Hogs slow and lower; prime mediums and best Yorkers $4 05@4 10; heavy $4 00@4 05; common to fair Yorkers $3 95@4 00; pigs $3 85@4 00; roughs $2 50@3 50. Sheep steady; choice $4 40@4 50; common $3 25@3 75; spring lambs $4 00@5 50. Veal calves $6 00@6 25.

CINCINNATI—Hogs quiet and lower at $3 15@3 90.

Metals.

NEW YORK—Departments of local metal market showed a marked improvement to-day, but business was inactive as a rule. At the close the metal exchange called pig iron warrants steady, with $6 65 bid and $6 75 asked. Lake copper unchanged at $11 50. Tin firmer, with $15 75 bid and $15 85 asked. Lead dull, with $3 92½ bid and $3 97½ asked. Spelter dull, with $4 50 bid and $4 60 asked. The firm naming the settling price leading western miners and smelters quotes lead at $3 80.

Petroleum.

OIL CITY—Credit balances 96c. Certificates 95½c bid; no sales. Shipments 90,491 barrels; runs 91,996 barrels.

ECZEMA, scald head, hives, itchiness of the skin of any sort instantly relieved, permanently cured. Doan's Ointment. At any drug store. 2

Home-Seekers Excursions.

On the first and third Tuesdays in July, August, September and October, 1898, the Chicago, Milwaukee & St. Paul Railway will sell round trip excursion tickets (good twenty-one days) from Chicago, Milwaukee and other points on its line, to a great many points in South and North Dakota and other western and southwestern states at about one fare. Take a trip west and see the wonderful crops and what an amount of good land can be purchased for a little money. Further information as to rates, routes, prices of farm lands, etc., may be obtained on application to any coupon ticket agent or by addressing the following named persons: W. E. Powell, general immigration agent, 410 Old Colony Building, Chicago; H. F. Hunter, immigration agent for South Dakota, 291 Dearborn Street, Chicago, or George H. Heafford, general passenger agent, Chicago, Illinois. w

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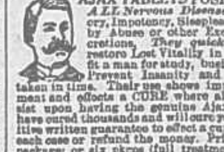

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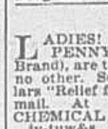

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For sale in Wheeling, W. Va., by Logan Drug Co. fe3-tth&s

PERSONAL.

LADIES! CHICHESTER'S ENGLISH PENNYROYAL PILLS (Diamond Brand), are the best. Safe, Reliable. Take no other. Send 4c., stamps, for particulars "Relief for Ladies," in letter by return mail. At Druggists. CHICHESTER CHEMICAL CO., Philadelphia, Pa. jy-tuw&s

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 7:25 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. 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	†6:00	19	3:00
4	7:00	22	4:00	3	7:00	21	4:00
6	8:00	24	5:00	5	8:00	23	5:00
8	9:00	26	6:00	7	†9:00	25	6:00
10	10:00	28	7:00	9	10:00	27	7:00
12	11:00	30	8:00	11	11:00	29	8:00
	p. m.	32	9:00		p. m.	31	9:00
14	†12:00	34	10:00	13	12:00	33	10:00
16	1:00	36	11:00	15	1:00	35	11:00
18	2:00			17	2:00		

†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.

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.

Beautiful Forms and Composition

Are not made by chance, nor can they ever in any material be made at small expense. A competition for cheapness, and not for excellence of workmanship, is the most frequent and certain cause of the rapid decay and entire destruction of arts and manufactures. For best (which is the cheapest) work, the Intelligencer Job Printing Office is the place to go.

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.	*8:20 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..	*5:15 pm
*11:40 pm	..Columbus and Cincin..	*5:20 am
*3:25 pm	Columbus and Chi. Ex.	*11:50 am
†10:25 am	..St. Clairsville Accom..	†11:50 am
†3:25 pm	..St. Clairsville Accom..	†5:15 pm
*10:25 am	......Sandusky Mail......	*5:15 pm

Depart.	B. & O.—W., P. B. Div.	Arrive.
*5:25 am	......For Pittsburgh......	*10:20 am
*7:15 am	........Pittsburgh........	*6:20 pm
§5:20 pm	..Pittsburgh and East..	*11:30 pm
†1:15 pm	........Pittsburgh........	†10:00 am

Depart.	P., C., C. & St. L. Ry.	Arrive.
†7:25 am	........Pittsburgh........	†6:15 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..	†3:25 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 pm	..Pitts. and Dennison..	*11:30 am

Depart.	C. & P.—Bridgeport.	Arrive.
†5:53 am	.Fort Wayne and Chi..	†9:35 pm
†5:53 am	..Canton and Toledo..	†9:35 pm
†5:53 am	Alliance and Cleveland	†9:35 pm
†5:53 am	Steubenville and Pitts.	†9:35 pm
†10:09 am	Steubenville and Pitts.	†11:05 am
†2:10 pm	..Fort Wayne and Chi..	†6:10 pm
†2:10 pm	..Canton and Toledo..	†6:10 pm
†2:10 pm	Alliance and Cleveland	†1:35 pm
†3:58 pm	Steub'e and Wellsville	†8:58 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.
*9:40 am	....Toledo and West....	*5:50 pm
*9:40 am	Brilliant and Steuben'e	*5:50 pm
*4:45 pm	Massillon and Canton	*10:45 am
*4:45 pm	Brilliant and Steuben'e	*10:45 am
*9:40 am	Cleve., Akron & Canton	*5:50 pm

Depart.	C., L. & W.—Bridgep't.	Arrive.
†7:05 am	Cleve., Toledo and Chi.	†2:30 pm
†2:25 pm	Cleve., Toledo and Chi.	†9:10 pm
†6:00 pm	....Massillon Accom....	†11:00 am
§8:01 am	..St. Clairsville Accom..	†9:23 am
†10:08 am	..St. Clairsville Accom..	†1:44 pm
†2:25 pm	..St. Clairsville Accom..	†4:28 pm
†5:30 pm	..St. Clairsville Accom..	†6:48 pm
†1:40 pm	......Local Freight......	†11:50 am

Depart.	Ohio River R. R.	Arrive.
*6:30 am	Park. and Way Points	*10:50 am
†7:40 am	Charleston and Cincin.	*3:45 pm
*11:45 am	Cincin. and Lexington	6:50 pm
*4:15 pm	Park. and Way Points.	†11:45 am

Depart. Bellaire.	B., Z. & C. R. R.	Arrive. Bellaire.
10:10 am	Mail, Express and Pass.	2:20 pm
5:00 pm	Express and Passenger	9:40 am
2:30 pm	Mixed Freight and Pas.	1:20 pm

RAILROADS.

BALTIMORE & OHIO

Departure and arrival of trains at Wheeling. Eastern time. Schedule in effect May 15, 1898.

MAIN LINE EAST.

For Baltimore, Philadelphia and New York, 12:25 and 10:55 a. m. and 4:45 p. m. daily.

Cumberland Accommodation, 7:00 a. m. daily, except Sunday.

Grafton Accommodation, 4:45 p. m. daily.

ARRIVE.

From New York, Philadelphia and Baltimore, 8:20 a. m. daily.

Washington Express, 11:00 p. m. daily.

Cumberland Accommodation, 4:00 p. m., except Sunday.

Grafton Accommodation, 10:10 a. m. daily.

TRANS-OHIO DIVISION.

For Columbus and Chicago, 7:35 a. m. and 3:25 p. m. daily.

Columbus and Cincinnati Express, 10:25 a. m. and 11:40 p. m. daily.

St. Clairsville Accommodation, 10:25 a. m. and 3:25 p. m. daily, except Sunday.

ARRIVE.

Chicago Express, 1:15 a. m. and 11:50 a. m. daily.

Cincinnati Express, 5:20 a. m. and 5:15 p. m. daily.

Sandusky Mail, 5:15 p. m. daily.

St. Clairsville Accommodation, 11:50 a. m. and 5:15 p. m. daily, except Sunday.

WHEELING & PITTSBURGH DIV.

For Pittsburgh, 5:25 and 7:15 a. m. and 5:20 p. m. daily, and 1:15 p. m. daily, except Sunday.

For Pittsburgh and the East, 5:25 a. m. and 5:20 p. m. daily.

ARRIVE.

From Pittsburgh, 10:20 a. m., 6:20 p. m. and 11:30 p. m. daily, 10:00 a. m., except Sunday.

T. C. BURKE, Passenger and Ticket Agent, Wheeling.
W. M. GREENE, General Manager.
D. B. MARTIN, Manager Passenger Traffic.

——Baltimore.——

OHIO RIVER RAILROAD CO.

Time Table in Effect June 26, 1898. Eastern time.

*Daily. †Daily Except Sunday.

South Bound.	*7	†1	*3	*5
Via P.,C.,C.&St.L.R. Pittsburgh, Pa...Lv			a. m. 9:10	p. m. 12:45
Wheeling ....Ar		Cin. Fast Line	11:35	3:25
Leave.	a. m.	a. m.	a. m.	p. m.
Wheeling	6:30	7:40	11:45	4:15
Moundsville	6:57	8:03	12:17	4:47
New Martinsville	7:51	8:44	1:13	5:52
Sistersville	8:12	9:02	1:53	6:15
Williamstown	9:33	9:55	3:00	7:53
Parkersburg	10:00	10:15	3:25	8:29
Ravenswood		11:10	4:20	
Mason City		12:00	5:30	
		p. m.		
Point Pleasant		12:28	6:21	
Via K. & M. Ry.				
Point Pleasant...Lv		†2:05	†7:10	
Charleston ......Ar		5:07	9:25	
Gallipolis ....Ar		12:28	6:33	
Huntington ....Ar		1:35	7:43	
Via C. & O. Ry.			a. m.	
Lv. Huntington		12:35	*2:30	
Ar. Charleston		4:27	3:45	
		p. m.	p. m.	
Kenova ....Ar		1:50		
Via C. & O. Ry.				
Lv. Kenova		*1:55		
Cincinnati, O.....Ar		5:15		
Lexington, Ky....Ar		5:20		
Louisville, Ky....Ar		8:15		

JOHN J. ARCHER, G. P. A.

• THE •

Cleveland, Lorain & Wheeling

RAILWAY COMPANY.

Schedule in Effect May 15, 1898. Central Standard Time.

ARRIVE.

Lorain Branch.	a. m. 11	p. m. 13	p. m. 15	a. m. 17
Lorain	6:27	2:20	4:25	9:50
Elyria	6:44	2:39	4:40	10:05
Grafton	7:04	2:55	4:56	10:21
Lester	7:23	3:12	5:15	10:40

Main Line.	1 a. m.	3 p. m.	5 p. m.	7 a. m.
Cleveland	7:20	2:25	5:30	
Brooklyn	7:38	2:41	5:47	
Lester	8:22	3:26	6:42	
Medina	8:30	3:35	6:52	
Chippewa Lake	8:41	3:46	7:05	
Seville	8:50	3:55	7:14	
Sterling	8:56	4:01	7:20	
Warwick	9:18	4:22	7:42	
Canal Fulton	9:24	4:29	7:49	
Massillon	9:45	4:46	8:09	6:30
Justus	10:08	5:12	8:25	6:46
Canal Dover	10:34	5:31	8:55	7:16
New Philadelphia	10:41	5:38	9:03	7:23
Uhrichsville	11:25	6:05	9:20	7:44
Bridgeport	1:30	8:02		10:00
Bellaire		8:25		

DEPART.

Main Line.	2 a. m.	4 a. m.	6 p. m.	8 p. m.
Bellaire		5:30		
Bridgeport		6:05	1:40	5:00
Uhrichsville	4:45	8:10	3:45	7:12
New Philadelphia	5:04	8:28	4:03	7:28
Canal Dover	5:11	8:34	4:10	7:35
Justus	5:41	9:08	4:39	8:03
Massillon	6:00	9:22	4:54	8:18
Canal Fulton	6:18	9:40	5:11	
Warwick	6:25	9:49	5:18	
Sterling	6:48	10:12	5:40	
Seville	6:55	10:18	5:46	
Chippewa Lake	7:04	10:26	5:56	
Medina	7:16	10:37	6:07	
Lester	7:29	10:49	6:19	
Brooklyn	8:14	11:24	7:01	
Cleveland	8:30	11:50	7:15	

Lorain Branch.	12 a. m.	14 a. m.	16 p. m.	18 p. m.
Lester	8:25	10:50	6:40	2:25
Grafton	8:43	11:07	6:58	3:42
Elyria	9:00	11:21	7:16	3:57
Lorain	9:15	11:35	7:30	4:10

Trains Nos. 1, 2, 5 and 6 daily between Cleveland and Uhrichsville. All other trains daily, except Sundays.

Electric cars between Bridgeport and Wheeling and Bridgeport and Martin's Ferry and Bellaire.

Consult agents for general information as to best routes and passenger rates to all points.

M. G. CARREL, G. P. A.