GROWING HOTTER.

A Theory of Astronomical Physics as to the Sun.

THE NEBULAR HYPOTHESIS

Upset by Dr. See's Investigations. Contrary to the Commonly Received Doctrine of Star Formation Through the Gradual Cooling of Gaseous Matter—Dr. See Asserts the Cosmic Process to Have been Quite the Reverse.

Washington Post: Dr. T. J. J. See, the famous Missouri astronomer, in a lecture before the Lowell Institute, Boston, will announce to-night a new law of temperature for sun, stars and nebulae. Prof. See's theory is that our sun and other gaseous heavenly bodies are growing hotter and hotter from generation to generation.

The young astronomer has found a law which, it is asserted, is almost as universal as Newton's law of gravitation. It applies to all gaseous stars and nebulae throughout the universe, and shows how the temperature of gaseous worlds is regulated. The result will be a radical revolution of astronomical theories of the ages of the stars. Dr. See will show by mathematical demonstration that in the evolution of a gaseous star the temperature of the mass varies inversely as the radius. The law is even simpler than that of Newtonian gravitation.

For more than a century it has been supposed that stars form from the condensation of nebulae. Laplace outlined the accepted theories, and gave the first grand picture of the process by which the planetary system has developed. This new discovery by Dr. See will radically modify the old nebular hypothesis, if it does not completely overthrow it.

According to Laplace our planets were very hot when first formed. According to Dr. See the temperature of these masses was then very low indeed, almost at absolute zero of space. Laplace's theory was assumption, pure and simple, and was never verified, though adopted by all astronomers for the past century.

Laplace and Herschel assumed that the nebulae are at a great temperature, and that the heat of the stars arose from the condensation of this matter. Dr. See shows that the nebulae are excessively cold and have never been hot at any past age. As the nebulae condensed, the temperature rose at first very slowly, and at length more rapidly, the law being that the heat varies inversely as the radius. The greatest heat occurs when the radius is smallest and when the radius is very great, as in the case of the widely expanded nebulae, the temperature is at the absolute zero of space. The nebulae are thus involved in a death chill while the stars are enormously hot. Such stars as Sirius and Vega are intensely hot, and are far removed from the condition of nebulae. Prof. See says that Sirius and Vega and other stars of the hottest class are nearing the stage of liquefaction and that their future cosmical life is of short duration. When they begin to wane in luster, their brilliant light will henceforth be shrouded in perpetual darkness. These views are diametrically opposed to those held by leading European savants.

Dr. See says the sun is growing hotter from age to age, but as the disk is getting smaller on account of shrinkage, the earth will not in the future receive as much heat from the sun as it does now. Thus in geological ages the earth was warmer than at present. As the sun's temperature, determined by experiment, is found to be about 8,000 degrees centigrade, it follows from the new law of temperature that when the earth was first separated from the sun, the temperature of the terrestrial nebulae mass was forty degrees on the absolute scale, or 230 degrees below our present zero.

The earth was thus not hot, as Laplace and the geologists claim, but intensely cold. As the mass shrank and contracted, it grew hotter according to Prof. See. The temperature of the earth was never higher than the melting point of lava as it issues from our volcanoes; moreover, in descending to the bowels of the earth the temperature does not increase after a certain depth is reached, but is uniform throughout the whole interior of the globe. It is thought that these conclusions must radically affect geological theories.

Dr. See points out that the planets, Jupiter and Saturn, are still gaseous, and therefore have never been hot in the past, as Laplace supposed, but may become hotter and even self-luminous at some future time. In consequence of this change of view all the theories of Kant, Follnor, and Proctor, who supposed that Jupiter and Saturn are cooling down, will have to be abandoned. The temperatures of all the great planets are rising, and Jupiter, Saturn, Uranus, and Neptune may eventually give light of their own. When the solar nebulae extended to the orbit of Neptune it was intensely cold and probably gave no appreciable light.

Arguing by analogy, Prof. See, concludes that the heavens are full of nebulae which mortal eye has never seen because these cold masses are wholly invisible. There will thus remain other invisible worlds for astronomers to search for.

Dr. See is a native of Missouri, a Ph. D. of Berlin, a fellow of the Royal Astronomical Society, a member of the Astronomiche Gesellschaft, and is perhaps the most promising astronomer of his age in the world.

Otis' Inaction.

LONDON, Jan. 12.—The Daily Mail publishes the following dispatch from Hong Kong:

"The Americans who are arriving here from Manila complain bitterly of the inaction of Major General Otis, particularly in leaving the Manila water supply at the mercy of the rebels. They say a collision between the Americans and insurgents is inevitable. Aguinaldo's dispatches to the Filipino junta here have been stopped."

Wants to Bury the Hatchet.

LONDON, Jan. 12.—The Madrid correspondent of the Times says:

"It is not to the advantage of Spain that a settlement in the Philippines is delayed. The fact is fully realized that Spanish shipping is suffering from the uncertainty as well as the interests of the religious orders whose property is at stake and many of whose members are prisoners.

"It is not true that the Spanish commanders have been ordered to give the Americans trouble. Spain desires to bury the hatchet."

Yellow Jaundice Cured.

Suffering humanity should be supplied with every means possible for its relief. It is with pleasure we publish the following: "This is to certify that I was a terrible sufferer from yellow Jaundice for over six months and was treated by some of the best physicians in our city, and all to no avail. Dr. Bell, our druggist recommended Electric Bitters; and after taking two bottles I was entirely cured. I now take great pleasure in recommending them to any person suffering from this terrible malady. I am gratefully yours, M. A. Hogarty, Lexington, Ky."

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'T is the best POROUS PLASTER

Stimulates the circulation, dispels congestion, arrests inflammation and cures quicker than any other external application. Price 25 cents. All Druggists. Of m'f'rs, Seabury & Johnson, N.Y., if unobtainable.

A LUCKY ESCAPE.

The Paris Courts Let Mme. Paulmier Off With a Damage Fee of 15,000 Francs to M. Oliver, Whom She shot Last September.

Great interest has been manifested in the trial of Mme. Paulmier, wife of M. Paulmier, a well known member of the

chamber of deputies, Paris, who shot M. Oliver, of La Lanterne, last September, because of an article reflecting on her husband. A notable feature of the case was that the judge gave permission to the advocate of Mme. Paulmier to issue tickets for places in the court room, and the result was that an immense crowd or fashionable Parisians were present to listen to the proceedings.

The trial was extremely exciting from beginning to end, and it is said that Mme. Paulmier's comparatively light sentence is due to the touching reference which she made to her daughter while on the witness stand. She testified that Mlle. Paulmier was young, talented, and of unquestionable social standing.

The University Girls.

To the Editor of the Intelligencer.

SIR:—The girls of our state only needed the opportunity of getting a liberal education, to avail themselves of the advantages offered them, and have shown by their presence, over a hundred strong, that our university only needed to extend a welcoming hand to have the invitation gladly accepted.

It is also gratifying that they are showing they mean to be a power socially and intellectually. The Woman's League has united the women students into an organization whose aims are to promote fellowship among the women students, to provide intellectual treats, and to encourage by prizes those who may possess talent in various directions. The desire is that the women of the university receive culture for every part of their natures. A public entertainment course has been arranged. A year book will be published in the spring for the purpose of encouraging literary talent among the women of the University.

There is one very serious objection to many of our girls taking these advantages. Numerous parents might object to sending young daughters to any school where there is no proper home where they can be under supervision and control of some wise person to see that they make good use of their time and choose suitable companions.

The average girl has little thought of the future, and needs the guidance of a wise counsellor.

It is no reflection on the girls of our state when we ask that this objection be met, by giving them a dormitory, or woman's hall, where they can be under proper training, and supervision.

Other states much older than ours have found this advisable. Almost without exception, all schools and universities where girls are admitted have provided a suitable building where they could find a home, and where parents would willingly send their daughters.

Our state has awakened to the fact that to make real advancement our girls must be educated and have the same advantages as our boys. The advance has been made, and much can be done to hasten the progress of this army of girls and women who will become teachers and mothers of our beloved state, and it lies in the hands of our coming legislature to take another step in the advancement of our girls by making a liberal appropriation for such a home or hall as may be needed. Money could not be better spent and our state will be fully repaid by the high type of womanhood that the future will bring, who will be morally, intellectually and spiritually, of which our state may be justly proud. B.

Wheeling, Jan. 12.

La Grippe Successfully Treated.

"I have just recovered from the second attack of la grippe this year," says Mr. James A. Jones, publisher of the Leader, Mexia, Texas. "In the latter case I used Chamberlain's Cough Remedy, and I think with considerable success, only being in bed a little over two days, against ten days for the former attack. The second attack I am satisfied would have been equally as bad as the first but for the use of this remedy, as I had to go to bed in about six hours after being 'struck' with it, while in the first case I was able to attend to business about two days before getting 'down.' For sale by druggists.

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Distressing Kidney and Bladder disease relieved in six hours by "New Great South American Kidney Cure. It is a great surprise on account of its exceeding promptness in relieving pain in bladder, kidneys and back, in male or female. Relieves retention of water almost immediately. If you want quick relief and cure this is the remedy. Sold by R. H. List, druggist, Wheeling, W. Va. tf&s

If the Baby is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gum, allays all pain, cures wind colic and is the best remedy for diarrhoea. Twenty-five cents a bottle. mw&f

FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, Jan. 12.—Money on call steady at 2½@2¾ per cent; last loan, 2½ per cent. Prime mercantile paper 3@3¾ per cent. Sterling exchange steady, with actual business in bankers' bills at $4 84½@4 84¾ for demand and at $4 82@4 82¼ for sixty days; posted rates, $4 83@4 85½; commercial bills $4 81@4 81¾. Silver certificates, 59¼@60½c. Bar silver, 59¼c. Mexican dollars, 46⅝c.

The net changes in prices for the day were rather mixed, but with a preponderance of gains. The movements seemed largely to be the outcome of an organized campaign against the short interests. One group of stocks after another were boosted, leaving the bears in doubt where the next movement would set in. The activity and strength was in the gilt-edged railway shares, and then successively drifted into the Pacifics, the Flower stocks and then back into the Pacifics again. Great Northern preferred made an extreme gain of 7¾ per cent; Pennsylvania, 4 per cent; Jersey Central, 4 per cent; American District Telegraph, 3½ per cent; Third Avenue, 3 per cent; Brooklyn Transit, 2½ per cent; Norfolk & Western, 2½ per cent; Burlington, 1¾ per cent, and the Pacifics 2 to 3½ per cent, part of which gains were lost in the late dealings. The Iron and Steel shares showed a sagging tendency, although they, too, enjoyed periods of of strength. London was again a seller on balance, although arbitrage dealings were somewhat interrupted, and the cables worked poorly. The advance in Pennsylvania, it was assumed, had some relation to a closer union between its Eastern and Western connections. Predictions of a very favorable December statement stimulated interest in Burlington. Northern Pacific was strong on rather indefinite rumors to the effect that some arrangement of their differences with rival companies was likely. The purchases of Jersey Central, rumor had it, were by insiders in expectation of increased traffic, because of new industries recently established along the line.

The extent of recent sales for London account is shown by the large borrowing of stocks in this market until the stocks sold arrive from the other side. It is estimated that fully 150,000 shares of such stock is now borrowed here, of which 100,000 shares are expected to arrive by Saturday week. Chicago is displaying great interest in the New York market, and it is estimated that nearly a quarter of the business on the exchange comes over Chicago wires. Transactions in stocks to-day was little short of a million shares. Realizations in the final dealings gave the market a heavy tone at the closing.

Improvements occurred in bond prices during the forenoon but the market showed weakness in spots, and closed irregular. Total sales, 5,355,000 shares United States old 4's registered advanced ¼ per cent in the bid price.

BONDS AND STOCK QUOTATIONS.

U. S. new 3s	107¾	Ore. R. & Nav.	47½
U. S. new 4s reg.	129½	Pittsburgh	180
do coupon	129½	Reading	22⅝
U. S. 4s	112	do first pre.	55½
do coupon	113¼	Rock Island	115
do seconds	99½	St. Paul	123¾
U. S. 5s reg.	113½	do preferred	166¾
do 5s coupon	113½	St. P. & Omaha	47¼
Atchison	21½	do preferred	167
do preferred	55	Southern Pac.	38⅝
*Bal. & Ohio	67½	Texas & Pac.	18¼
Can. Pacific	85½	Union Pacific	45
Can. Southern	55½	do preferred	74¼
Central Pacific	46¼	Wabash	7⅞
Ches. & Ohio	27½	do preferred	23⅛
Chi. & Alton	167¾	†Wheel. & L. E.	7
Chi., Bur. & Q.	127⅝	do preferred	27¾
Chi. G. W.	15⅞	Adams Ex.	108
Chi. & N. W.	143½	American Ex.	142
do preferred	187	U. S. Express	53½
C. C. C. & St. L.	47	Wells Fargo	127
do preferred	96¼	Am. Spirits	13¾
Del. & Hudson	111	do preferred	37½
Del., Lack. & W.	157	Am. Tobacco	147
Den. & Rio G.	20½	do preferred	137½
do preferred	70	Col. F. & Iron	34⅝
Erie (new)	15	do preferred	95
do first pre.	38½	Gen. Electric	100⅝
Fort Wayne	182	Lead	37¼
Hocking Valley	5¾	do preferred	111¼
Illinois Central	117½	Pacific Mail	44½
Lake Erie & W.	18	People's Gas	111⅞
do preferred	70⅝	Pullman Pal.	160½
Lake Shore	198	Silver Cer.	59¼
Lou. & Nash.	65½	Sugar	125¼
Mich. Central	106¾	do preferred	111½
Mo. Pacific	45¾	Tenn. Coal & I.	36¼
Mobile & Ohio	35½	U. S. Leather	7¼
N. J. Central	101¼	do preferred	71¾
N. Y. Central	123¾	Western Union	94¼
Northern Pac.	46⅞	Federal Steel	51½
do preferred	78	do preferred	83⅛

*All assessments paid.
†Fourth assessment paid.

Breadstuffs and Provisions.

CHICAGO—Reports of a heavy crop of wheat of good quality in the Argentina broke the confidence of holders of wheat to-day and robbed the market of ¾c gain made earlier in the session. May closed with ¼c loss. Corn and oats left off a shade higher. Pork declined 5c and lard and ribs 2½c each.

There was enough bullish feeling among traders carried over from yesterday to start wheat strong, although the general situation before business began suggested a downward course. Liverpool cables came only ⅛d higher and the Price Current spoke of the prospects for winter wheat more encouragingly. One point of the early news concerning domestic receipts was interpreted favorably to the bulls. Northwest receipts were quite moderate, 412 cars, against 441 for the same day last week and 352 for the corresponding day last year and Chicago received 148 cars, of which only 25 graded contracts. May opened a shade lower at 70⅞@71c and as the market began to show strength, shorts took fright and covered. As there was very little for sale competition soon helped the price, and May advanced to 71⅝c. A private message from a leading local trader who is abroad reported Russians cancelling rye sales and declared that France was a buyer of wheat. This had a bullish effect and as a New York syndicate which was reported long about 5,000,000 bushels bought on every little dip, the price held steadily within ⅛c of the top the greater portion of the session. The aggregation of the western primary market receipts was 648,000 bushels, nearly double that for the same day last year. The clearances of wheat and flour at the Atlantic seaboard which acted as a stimulant to declining prices yesterday had a depressing effect to-day as only 401,000 bushels were reported handled. Reports received late in the day said that the Argentine wheat crop would be of large proportions and the grain of good quality. As the expectation of a deficit in that quarter has been one of the sustaining features here of late, this piece of news had a weakening effect and may declined to 70⅝c buyers, the closing price.

Damp weather and bullish news from the country concerning the demand for feeding and reduced stocks in first hands strengthened corn. May opened a shade higher at 37¼@37⅜c and as buying orders was quite numerous the price during the first hour and a half was forced slowly but persistently up to 37⅝c. Receipts were 714 cars. Export clearances were small, 226,000 bushels, but the demand here from the east was good and some sales for shipment were reported. Railroad cars also were less scarce, although shippers still complained of being unable to procure all they wanted.

When wheat in the last hour began to droop, corn followed, getting very heavy near the end. Selling orders began pouring into the pit and May sagged to 37⅛@37¼c and closed at 37¼@37⅜c.

Light offerings and small receipts, 131 cars, strengthened a bit, but there was a good export inquiry and a few speculative orders were sufficient to send prices upward. May opened a shade lower at 27⅝@27¾c and advanced to 28c, where it held steady during the greater portion of the session. Near the end, however, oats yielded with the other grains and May sagged off to 27⅝@27¾c and closed at 27¾@27⅞c.

A light run of hogs and a good export demand for meat products started provisions strong. The market was called upon to absorb a good deal of long property, but as commission houses bought freely, prices were well maintained until wheat and corn began to show weakness. Then provisions became quite heavy and the early gain was lost. May pork opened a shade higher at $10 22½@10 25, advanced to $10 27½, then sold off to $10 15 and closed at $10 17½. May lard began unchanged at $5 80; sold at $5 82½, weakened to $5 75 and closed at $5 77½. May ribs started unchanged at $5 12½; rose to $5 15, declined to $5 07½@5 10 and left off at $5 10.

Estimated receipts Thursday: Wheat, 116 cars; corn, 700 cars; oats, 175 cars; hogs, 30,000 head.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2.				
Jan.	....	67¾	67¾	....
May	70⅞	71⅝	70⅝	70⅝
July	68⅞	69⅝	68⅜	68⅝
Corn, No. 2.				
Jan.	35	35¼	35	35
May	37¼	37⅝	37⅛	37¼
July	37⅞	38	37½	37⅝
Oats, No. 2				
May	27⅝	28	27⅝	27¾
July	26¼	26⅜	26¼	26¼
Mess Pork.				
Jan.	....			9 87½
May	10 22½	10 27½	10 15	10 17½
Lard.				
Jan.	5 60	5 60	5 57½	5 57½
May	5 80	5 82½	5 75	5 77½
Short Ribs.				
Jan.	4 87½	4 82½	4 80	4 80
May	5 12½	5 15	5 07½	5 10

Cash quotations were as follows: Flour quiet and steady.

Wheat—No. 2 spring 67@69c; No. 3 spring 64½@68c; No. 2 red 71c.

Corn—No. 2, 35⅝@35¾c; No. 2 yellow 36@36¼c.

Oats—No. 2, 27@27¼c; No. 2 white 29½@30c; No. 3 white 28½@29¼c.

Rye—No. 2, 56c.

Barley—No. 2, 41@53c.

Flaxseed—No. 1, $1 13½; N. W. $1 17½.

Timothyseed—Prime $2 35.

Mess Pork—Per barrel $9 90@9 95.

Lard—Per 100 lbs., $5 57½@5 60.

Short Ribs—Sides (loose) $4 70@5 00.

Dry salted shoulders (boxed) 4½@4⅝c.

Short clear sides (boxed) $5 05@5 15.

Whiskey—Distillers' finished goods, per gallon, $1 27.

On the produce exchange to-day, the butter market was easy; creameries 14@20c; dairies 12@18c.

Eggs—Dull; fresh 19c.

Cheese—Steady; cream 9¼@11c.

NEW YORK—Flour, receipts 16,300 barrels; exports 27,300 barrels; market more active and firmer on winter straights; winter straights $3 55@3 65.

Wheat, receipts 196,800 bushels; exports 49,600 bushels; spot market steady; No. 2 red 80⅛c f. o. b. afloat to arrive; options opened steady; closed ⅛c net lower; March closed at 78⅜c.

Corn, receipts 37,000 bushels; exports 140,200 bushels; spot market steady; No. 2, 43⅝@44¼c f. o. b. afloat; options after opening steady, closed ⅛c net higher; May closed at 42⅝c.

Oats, receipts 66,000 bushels; exports 985 bushels; spot market firmer; No. 2, 33⅝c; No. 2 white 35½c; options dull.

Hops steady. Hides firm. Tallow steady. Rice firm. Molasses firm. Cottonseed oil strong.

Coffee, options steady at unchanged prices; sales 1,250 bags.

Sugar, raw firm but not quotably higher; refined steady.

BALTIMORE—Flour dull and unchanged; receipts 8,400 barrels; exports 4,000 barrels. Wheat firmer; spot and month 76¼@76½c; February 76⅝@76¾c; receipts 53,460 bushels; exports 50,000 bushels. Corn firmer; spot and month 40⅝@40⅝c; February 40⅞@41c; receipts 184,800 bushels. Oats steady; No. 2 white 34@34½c; No. 2 mixed 32½c; receipts 26,000 bushels. Butter steady. Eggs firm. Cheese steady.

CINCINNATI—Flour quiet. Wheat firmer; No. 2 red 71@72c. Corn lower; No. 2 mixed 36c. Oats quiet; No. 2 mixed 29@29½c. Rye steady; No. 2, 67c. Lard steady at $5 32½. Bulkmeats quiet at $4 80. Bacon steady at $5 65. Whiskey firm at $1 27. Butter quiet. Sugar firm. Eggs dull at 16c. Cheese firm.

Live Stock.

CHICAGO—Cattle fancy grades sold at $5 80@6 00; choice steers $5 50@5 75; mediums $4 80@5 10; beef steers $3 90@4 75; bulls $2 50@4 25; cows and heifers $3 20@4 10; calves $4 00@7 10. Hogs, good inquiry from eastern shippers and an active demand from packers for hogs resulted in an advance of 2½@5c in prices. Fair to choice $3 72½@3 90; packing lots $3 55@3 70; mixed $3 50@3 80; butchers $3 55@3 85; light $3 50@3 80; pigs $3 00@3 50. Trade was fairly active in sheep. Native sheep $3 65@3 90; yearlings $4 10@4 50; poor to prime lambs $3 85@5 15. Receipts—Cattle, 8,500 head; hogs, 30,000 head; cattle, 15,000 head.

EAST LIBERTY—Cattle steady; extra $5 40@5 60; prime $5 15@5 35; common $3 20@3 75. Hogs steady; prime heavies and assorted mediums $3 85@3 90; best Yorkers $3 80@3 85; light Yorkers and pigs $3 70@3 75; skips and common pigs $2 75@3 25; roughs $2 50@3 40. Sheep steady; choice wethers $4 50@4 60; common $2 50@3 50; choice lambs $5 20@5 45; common to good $4 00@5 25. Veal calves $6 50@7 25.

CINCINNATI—Hogs active and higher at $3 35@3 85.

Metals.

NEW YORK—There was a halt in the upward course of prices on the metal exchange to-day. This was particularly noticeable in tin, which has recently been advancing in a skyrocket fashion. While firm in tone, the asking price for this metal was twenty-five points lower, with sellers showing less arbitrary views. Lake copper displayed great strength on very favorable news from the west, as well as a gratifying set of cables from the London market. Demand was brisk all day. At the close the metal exchange called pig iron warrants firm at $8 nominal; lake copper strong at $13 75 bid and $14 00 asked; tin firm at $22 bid and $22 25 asked; lead firm with $4 10 bid and $4 15 asked; spelter firm at $5 25 bid and $5 35 asked. The brokers' price on lead was $3 85, and $14 00 for copper.

Dry Goods.

NEW YORK—There was no change of moment in the market for cotton goods to-day. The general demand is for moderate quantities, but will spread enough to raise aggregate business to a fair total. Recent advance in bleached cottons are being realized, the latest of these are pride of the west 44@49c; Wamsutta 44@48¾c; cabot 44@45¼c and Farwell 44@45½c per yard. Brown cottons are strong throughout. Print cloths also strong. Denims, ticks and other heavy colored cottons quiet and unchanged. Woolens in suiting and overcoating are quiet. The demand for dress goods is improving.

Petroleum.

OIL CITY—Credit balances $1 17; certificate, market no bids, or offers; runs 83,227 barrels; shipments 83,226 barrels.

Wool.

NEW YORK—Wool steady.

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Ar. Wellsburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. L'z'arville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. St'b'nville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. N. C'mb'l'd	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. B'rg'tts't'n	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. McDonald	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Carnegie	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Pittsb'rgh	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Eastern Time. Lv. Pittsb'rgh	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Baltimore	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. W'sh'gt'n	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Ph'l'd'lp'a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. New York	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Going West. Central Time.	2:12	2:16	2:10	2:14	2:06
Lv. Wheeling	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. St'b'nville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Cadiz	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Dennison	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Columbus	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Cincinnati	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Chicago	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Ind'nap'lis	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ar. St. Louis	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Parlor Car Wheeling to Pittsburgh on 2:55 p. m. and 6:00 p. m. train. Central time one hour slower than Wheeling time.

J. G. TOMLINSON,
Passenger and Ticket Agent
Agent for all Steamship Lines.

Wheeling & Elm Grove Electric Railway.

Cars will run as follows, city time:

WHEELING TO ELM GROVE.

Leave Wheeling. a. m.	p. m.	Leave Elm Grove a. m.	p. m.
5:30	2:30	[illegible]	[illegible]
6:00	3:00	[illegible]	[illegible]
6:30	3:30	[illegible]	[illegible]
7:00	4:00	[illegible]	[illegible]
7:30	4:30	[illegible]	[illegible]
8:00	5:00	[illegible]	[illegible]
8:30	5:30	[illegible]	[illegible]
9:00	6:00	[illegible]	[illegible]
9:30	6:30	[illegible]	[illegible]
10:00	7:00	[illegible]	[illegible]
10:30	7:30	[illegible]	[illegible]
11:00	8:00	[illegible]	[illegible]
11:30	8:30	[illegible]	[illegible]
12:00	9:00	[illegible]	[illegible]
p. m. 12:30	9:30	[illegible]	[illegible]
1:00	10:00	[illegible]	[illegible]
1:30	10:30	[illegible]	[illegible]
2:00	11:00	[illegible]	[illegible]

Extras from Wheeling to Park and Return:

LEAVE WHEELING.

a. m.	p. m.	p. m.	p. m.
6:45	3:55	4:55	[illegible]
7:45	4:15	5:15	[illegible]

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 and 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.

ALL KINDS OF PLAIN AND FANCY Printing. An entire new line of samples of Ball Programmes, Tickets and Invitations at all prices at the Intelligencer Job Printing Office.

RAILWAY TIME CARD.

Arrival and departure of trains on and after November 20, 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.
[illegible]	Wash., Bal., Phil., N.Y.	[illegible]
[illegible]	Wash., Bal., Phil., N.Y.	[illegible]
[illegible]	...Cumberland Accom...	[illegible]
[illegible]	...Grafton Accom...	[illegible]
[illegible]	Washington City Ex.	[illegible]
Depart.	B.&O.—C.O. Div., West.	Arrive.
[illegible]	For Columbus and Chi.	[illegible]
[illegible]	..Columbus and Cincin..	[illegible]
[illegible]	..Columbus and Cincin..	[illegible]
[illegible]	Columbus and Chi. Ex.	[illegible]
[illegible]	..St. Clairsville Accom..	[illegible]
[illegible]	..St. Clairsville Accom..	[illegible]
[illegible]	....Sandusky Mail....	[illegible]
[illegible]	..Cincinnati Express..	[illegible]
Depart.	B. & O.—W., P. B. Div.	Arrive.
[illegible]	....For Pittsburgh....	[illegible]
[illegible]	....Pittsburgh....	[illegible]
[illegible]	..Pittsburgh and East..	[illegible]
[illegible]	..Pittsburgh and East..	[illegible]
[illegible]	....Pittsburgh....	[illegible]
Depart.	P., C., C. & St. L. Ry.	Arrive.
[illegible]	....Pittsburgh....	[illegible]
[illegible]	Steubenville and West	[illegible]
[illegible]	..Pittsburgh and N. Y..	[illegible]
[illegible]	..Steubenville Accom..	[illegible]
[illegible]	..Pittsburgh and N. Y..	[illegible]
[illegible]	..Pittsburgh Accom..	[illegible]
	WEST.	
[illegible]	Ex., Cin. and St. Louis	[illegible]
[illegible]	Ex., Cin. and St. Louis	[illegible]
[illegible]	..Ex., Steub. and Chi..	[illegible]
[illegible]	..Pitts. and Dennison..	[illegible]
Depart.	C. & P.—Bridgeport.	Arrive.
[illegible]	..Fort Wayne and Chi..	[illegible]
[illegible]	..Canton and Toledo..	[illegible]
[illegible]	Alliance and Cleveland	[illegible]
[illegible]	Steubenville and Pitts	[illegible]
[illegible]	..Fort Wayne and Chi..	[illegible]
[illegible]	..Canton and Toledo..	[illegible]
[illegible]	Alliance and Cleveland	[illegible]
[illegible]	Steub'n and Wellsville	[illegible]
[illegible]	Philadelphia and N. Y.	[illegible]
[illegible]	..Baltimore and Wash..	[illegible]
[illegible]	Steub'n and Wellsville	[illegible]
Depart.	C., L. & W.—Bridgep't.	Arrive.
[illegible]	Cleve., Toledo and Chi.	[illegible]
[illegible]	Cleve., Toledo and Chi.	[illegible]
[illegible]	..Massillon Accom..	[illegible]
[illegible]	..St. Clairsville Accom..	[illegible]
[illegible]	..St. Clairsville Accom..	[illegible]
[illegible]	..St. Clairsville Accom..	[illegible]
[illegible]	....Local Freight....	[illegible]
Depart.	W. & L. E.	Arrive.
[illegible]	Cleve. and Chi. Flyer.	[illegible]
[illegible]	Toledo and Detroit Spe.	[illegible]
[illegible]	Cleve. and M'sillon Ex.	[illegible]
[illegible]	Cleve. and M'sillon Ex.	[illegible]
[illegible]	Steub. and Brilliant Ac.	[illegible]
[illegible]	Steub. and Brilliant Ac.	[illegible]
[illegible]	Steub. and Brilliant Ac.	[illegible]
[illegible]	Steub. and Brilliant Ac.	[illegible]
Depart.	Ohio River R. R.	Arrive.
[illegible]	Park and Way Points	[illegible]
[illegible]	Charleston and Cincin.	[illegible]
[illegible]	Cincin. and Lexington	[illegible]
[illegible]	Park and Way Points	[illegible]
Depart. Bellaire.	B., Z. & C. R. R.	Arrive. Bellaire.
10:10 am	Mail, Express and Pas.	3:15 pm
5:00 pm	Express and Passenger	9:40 am
2:25 pm	Mixed Freight and Pas.	1:20 pm

Railroads.

BALTIMORE & OHIO

Departure and arrival of trains at Wheeling. Eastern time. Schedule in effect Nov. 20, 1898.

MAIN LINE EAST.

For Baltimore, Philadelphia and New York, 12:25 and 10:50 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, 5:20 a. m. daily.

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

Cumberland Accommodation, 3:50 p. m., except Sunday.

Grafton Accommodation, 10:20 a. m. daily.

TRANS-OHIO DIVISION.

For Columbus and Chicago, 7:35 a. m. and 3:15 p. m. daily.

Columbus and Cincinnati Express, 10:30 a. m. daily, 11:40 p. m. daily, except Saturday, and 2:40 a. m., Sunday only.

St. Clairsville Accommodation, 10:30 a. m. and 3:15 p. m. daily, except Sunday.

ARRIVE.

Chicago Express, 1:15 a. m. and 11:40 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, 11:40 a. m. and 5:15 p. m. daily, except Sunday.

WHEELING & PITTSBURGH DIV.

For Pittsburgh, 5:25, 7:15 a. m. and 2:40 p. m. and 5:20 p. m. daily.

For Pittsburgh and the East, 5:25 a. m., 2:40 p. m. and 5:20 p. m. daily.

ARRIVE.

From Pittsburgh, 10:25 p. m., 11:10 a. m., 6:25 p. m. daily, 9:40 p. m., except Saturday, and 2:30 a. m., Sunday only.

T. C. BURKE,
Passenger and Ticket Agent, Wheeling.
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.	p. m.	p. m.
Wheeling	[illegible]	[illegible]	[illegible]	[illegible]
Moundsville	[illegible]	[illegible]	[illegible]	[illegible]
New Martinsville	[illegible]	[illegible]	[illegible]	[illegible]
Sistersville	[illegible]	[illegible]	[illegible]	[illegible]
Williamstown	[illegible]	[illegible]	[illegible]	[illegible]
Parkersburg	[illegible]	[illegible]	[illegible]	[illegible]
Ravenswood	[illegible]	[illegible]	[illegible]	[illegible]
Mason City	[illegible]	[illegible]	[illegible]	[illegible]
Point Pleasant	[illegible]	[illegible]	[illegible]	[illegible]
Via K. & M. Ry. Point Pleasant...Lv	[illegible]	[illegible]	[illegible]	[illegible]
Charleston ....Ar	[illegible]	[illegible]	[illegible]	[illegible]
Gallipolis .....Ar	[illegible]	[illegible]	[illegible]	[illegible]
Huntington .....Ar	[illegible]	[illegible]	[illegible]	[illegible]
Via C. & O. Ry. Lv. Huntington	[illegible]	[illegible]	[illegible]	[illegible]
Ar. Charleston	[illegible]	[illegible]	[illegible]	[illegible]
Kenova ......Ar	[illegible]	[illegible]	[illegible]	[illegible]
Via C. & O. Ry. Lv. Kenova	[illegible]	[illegible]	[illegible]	[illegible]
Cincinnati, O.	[illegible]	[illegible]	[illegible]	[illegible]
Lexington, Ky.	[illegible]	[illegible]	[illegible]	[illegible]
Louisville, Ky.	[illegible]	[illegible]	[illegible]	[illegible]

JOHN J. ARCHER, G. P. A.

THE

Cleveland, Lorain & Wheeling RAILWAY COMPANY.

Schedule in Effect November 13, 1898. Central Standard Time.

ARRIVE.

Lorain Branch.	a. m. 11	p. m. 13	p. m. 15	p. m. 17
Lorain	[illegible]	[illegible]	[illegible]	[illegible]
Elyria	[illegible]	[illegible]	[illegible]	[illegible]
Grafton	[illegible]	[illegible]	[illegible]	[illegible]
Lester	[illegible]	[illegible]	[illegible]	[illegible]

Main Line.	a. m. 1	a. m. 3	p. m. 5	p. m. 7
Cleveland	[illegible]	[illegible]	[illegible]	[illegible]
Brooklyn	[illegible]	[illegible]	[illegible]	[illegible]
Lester	[illegible]	[illegible]	[illegible]	[illegible]
Medina	[illegible]	[illegible]	[illegible]	[illegible]
Seville	[illegible]	[illegible]	[illegible]	[illegible]
Sterling	[illegible]	[illegible]	[illegible]	[illegible]
Warwick	[illegible]	[illegible]	[illegible]	[illegible]
Canal Fulton	[illegible]	[illegible]	[illegible]	[illegible]
Massillon	[illegible]	[illegible]	[illegible]	[illegible]
Justus	[illegible]	[illegible]	[illegible]	[illegible]
Canal Dover	[illegible]	[illegible]	[illegible]	[illegible]
New Philadelphia	[illegible]	[illegible]	[illegible]	[illegible]
Uhrichsville	[illegible]	[illegible]	[illegible]	[illegible]
Bridgeport	[illegible]	[illegible]	[illegible]	[illegible]
Bellaire	[illegible]	[illegible]	[illegible]	[illegible]

DEPART.

Main Line.	a. m. 2	a. m. 4	p. m. 6	p. m. 8
Bellaire	[illegible]	[illegible]	[illegible]	[illegible]
Bridgeport	[illegible]	[illegible]	[illegible]	[illegible]
Uhrichsville	[illegible]	[illegible]	[illegible]	[illegible]
New Philadelphia	[illegible]	[illegible]	[illegible]	[illegible]
Canal Dover	[illegible]	[illegible]	[illegible]	[illegible]
Justus	[illegible]	[illegible]	[illegible]	[illegible]
Massillon	[illegible]	[illegible]	[illegible]	[illegible]
Canal Fulton	[illegible]	[illegible]	[illegible]	[illegible]
Warwick	[illegible]	[illegible]	[illegible]	[illegible]
Sterling	[illegible]	[illegible]	[illegible]	[illegible]
Seville	[illegible]	[illegible]	[illegible]	[illegible]
Medina	[illegible]	[illegible]	[illegible]	[illegible]
Lester	[illegible]	[illegible]	[illegible]	[illegible]
Brooklyn	[illegible]	[illegible]	[illegible]	[illegible]
Cleveland	[illegible]	[illegible]	[illegible]	[illegible]

Lorain Branch.	a. m. 12	a. m. 14	p. m. 16	p. m. 18
Lester	[illegible]	[illegible]	[illegible]	[illegible]
Grafton	[illegible]	[illegible]	[illegible]	[illegible]
Elyria	[illegible]	[illegible]	[illegible]	[illegible]
Lorain	[illegible]	[illegible]	[illegible]	[illegible]

Sunday trains between Uhrichsville and Cleveland. Other trains daily except Sunday.

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.