RESCUED AT SEA.

Crew of the Sinking Ella Taken Off by the Georgian.

BRAVE CREW OF GEORGIAN.

Thirty-five Persons Transferred Safely in a Heavy Sea—The Sinking of the Ella Before the Rescue of Her Crew Was Completed—The Steamer Unmanageable Through a Shifting Cargo—Two Women and Two Children Among the Rescued.

New York Evening Post, January 8: The Atlantic transport line steamer, Georgian, Captain Parker, which left London on Christmas Day, arrived this morning, and reports that on January 5, in latitude 41.35, longitude 64.03, she fell in with the German steamer Ella, Captain Stange, from Perth Amboy for Halifax, coal-laden, water-logged, and with a heavy list to starboard. The Georgian stood by, lowered her boats, and succeeded in rescuing the entire crew and Captain's family, thirty-five persons all told, and brought them safely to this port.

Captain Parker reports sighting the Ella at 8 p. m., of January 5. The Ella was burning distress signals at this time. The starboard boat was lowered away, in charge of the chief officer, and approached the vessel. Captain Stange reported his vessel water-logged, with cargo shifted, and decks at an angle of forty degrees. Owing to the weather being stormy and the night very dark, it was found dangerous to attempt to render assistance during the night.

The Georgian hove to and stood by the Ella through the night. When Chief Officer Field and his volunteer crew of six seamen reached the wreck Saturday morning the wind and the sea had so increased in violence that the sailors aboard the Ella, despairing of ever reaching the Georgian, waved the boat's crew away for fear that it would be dashed to pieces against the sinking ship.

"We had given up hope," said one of the rescued, "but the chief officer would have none of that. He brought his little boat up as near the Ella's quarter as he dared, and shouted to us to throw a rope. The lads obeyed, the boat's crew rowing hard all the while to keep their cockle-shell away from what we thought was their doom.

"The rope connecting us with the life-boat's crew looked like a thread in a tempest, but the chief officer stood up in the stern of the tossing little boat and sung out to tie the women on and jump 'em. The nerve of the man and his idea hit us right, and we took heart and gave him a cheer.

"But the missus (captain's wife) would have none of it, and told us to try it first. So the boys jumped the cook in a jiffy, and the chief officer on his end of the line hauled him into the life-boat. The struggles of the cook set us laughing, though the watch reported at the same moment that the ship was settling fast. Death was rubbing us close.

"Little Eddie, the captain's son, crowed and cooed and shook his small red fists in glee. He didn't know our danger, but we that did laughed with him. I don't know but 'twas the relaxation after the suffering we had undergone.

"We filled the life-boat with the crew until the chief officer waved his hand and started for his ship about a mile away. It was a hard pull, and we thought more than once they were gone. But the boat came back for the second load.

"This time we jumped the missus and nurse girl. They were so hysterical that she wouldn't jump, and we were forced to throw her in the sea. The children we lashed to the backs of two men. John Alexander, second steward, took the girl, six years old, and a German sailor, Petersen, took the boy. Little Eddie laughed and shouted as he struck the water, and was chirping when they pulled him into the boat. Annie, the sister, was laughing, too, but the nuse had swallowed more salt water than was good for her.

"Twice the life-boat was thrown up under the ship's counter, and some of the men were hurt, but she got away safely, made her second trip all right, and came back for the rest of us. It was a hard job handling the captain. He was heavy, and so sick and sore that he was helpless, but we lowered him into the sea and then hauled him into the boat. The last boat got away from the wreck at a quarter past eleven, and before we reached the Georgian's side the Ela went down bow first. The boat's crew who rescued us were badly played out, but the chief officer patted 'em on their backs and said they were the right sort."

All hands were almost completely exhausted on reaching the Georgian's deck. Captain Stange, who was thrown down by a heavy sea on the bridge of the Ella, was severely injured about the head and face.

Captain Stange, when seen at Quarantine this morning, said he sailed from Perth Amboy on December 31, with 1,556 tons of coal for Halifax, N. S. On January 1 the vessel ran into a heavy northwest gale, which gradually increased to a hurricane, accompanied by tremendous seas, which swept over the vessel. The steamer rolled and plunged violently.

At 11 p. m. the cargo shifted, and the vessel was thrown on her beam ends. The crew was set to work to trim the cargo in order to right the vessel, but owing to the heavy sea and the plunging of the vessel they were compelled to abandon their efforts. The Ella then became unmanageable, the sea breaking over her continually, and an attempt to abandon her would have been made had the Georgian not appeared.

The Ella was under charter to the Munson line with 1,660 tons of coal consigned to Pickford & Black, of Halifax, Nova Scotia. The Ella was a steel vessel built at Newcastle, England, in 1888, and was formerly named the Abydos. She registered 2,117 tons gross and 1,340 tons net. Her hailing port was Apenrade, Germany, where she was owned by M. Jebson. She has been for some time under charter to the Munson line in the fruit trade with the West Indies.

It was a cosmopolitan crew that filed past Chief Officer Field at the Georgian's gang-way to-day, to say good-by to their rescuer. Some were Swedes and some were Portuguese. There were two Americans, an Italian, and a Spaniard, but most of them were Germans. They were all big men, with expressionless faces. Few of them could speak English, but most of them attempted it as they grasped the officer's hand, and tried to tell him their gratitude. There were tears in all their eyes and their voices shook. The only old man in the crew produced a silver medal which he wore about his neck, and, showing it to his savior, said with pride:

"You done your duty an' I done the same once, when a young 'un like yourself."

The medal was a German decoration for life-saving on the high sea. When the crew had all shaken hands, they gave the chief officer three cheers, and tramped ashore—the captain remained behind in a cabin aboard the Georgian, too badly hurt to move without being carried. His face was swathed in bandages so that he could not open his mouth.

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Coughs, Colds, Grippe,

Whooping Cough, Asthma, Bronchitis and Incipient Consumption, is

OTTO'S CURE

The GERMAN REMEDY

Cures throat and lung diseases. Sold by all druggists. 25&50cts.

BRIEF NEWS NOTES.

Mob after a negro at Ripley, Tenn., for killing two officers, and lynching took place.

The tugs, Anna Augur and Bosjobos, are frozen in the ice, seven miles from Grand Haven, Mich.. It is feared the Anna is sinking. The men are living on fish.

The United States cruiser Albany, formerly the Brazilian cruiser Admiral Abrouall, purchased by the United States government shortly before the beginning of the war with Spain, while under construction at New Castle, England, was given a successful official trial off that port. She developed a speed of 20.87 knots, showed thorough seaworthiness and exceeded her contract conditions.

Relief in Six Hours.

Distressing Kidney and Bladder diseases 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. tth&s

FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, Jan. 10.—Money on call steady at 4½@5 per cent; last loan 4½ per cent. Prime mercantile paper 5½@6 per cent. Sterling exchange easier, with actual business in bankers' bills at $4 87¼@4 87½ for demand and at $4 83½@4 83¾ for 60 days; posted rates $4 84½ and $4 88½; commercial bills $4 82½@4 83. Silver certificates 58½@59½c. Bar silver 58½@58⅞c. Mexican dollars 47½c. Government bonds weak. State bonds inactive. Railroad bonds irregular.

The stock market was dull and narrow to-day except for the sensational development effecting the stock of the American Sugar Refining Company.

Previous to the assembling of the stockholders meeting, there was a considerable show of strength in this stock owing to a general conviction that the sugar trade war has more of shadow than of substance in it. The declarations contained in the President's annual report rather took Wall street's breath and caused fear that unless conditions change dividends on the stock may be suspended. The stock declined rapidly, the price varying as much as 1½ per cent between sales. The first drop took the stock to 122, when it steadied and rallied above 124. It fell again to 117¾, bringing out heavy stop loss orders on the way down, rallied to near 122, reacted 2 per cent and again rallied in the final dealings. The large and persistent outstanding short interest in the stock served as a recuperative force by buying to cover contracts. All the prominent industrials were quite sharply affected in sympathy, the bears seizing the oportunity to offer prices down and uncover stop loss orders. The railroads were much less affected, although the earlier gains were mostly wiped out. There was good buying in the railroads at the decline, led by the Baltimore & Ohio stocks on the company's strong statement of December earnings. The general relaxation in money rates all over the world had induced a conviction that the official discount rates, both of the Bank of England and the Imerial Bank of Germany will be reduced to-morrow and board room traders were inclined to buy stocks in anticipation of a foreign demand on this account.

Stocks were generally firm to-day in foreign markets on account of the easier money rates. But it is very clear that the money market owes its abundance and ease to thorough liquidation of speculative accounts which have been effected all over the world in the last few wseks and to lack of renewed speculation. Speculators are apparently still disinclined to take on stocks and to-day's market was but a narrow affair, even taking into account the violent price movement of some of the specialties. The prevailing dullness is attributed by traders to fears of unfavorable news from South Africa, but it is not improbable that the existing conditions there, as well as in the financial world, have been accurately discounted in the speculative markets.

New developments are awaited to warrant a new adjustment of values.

The bond market was dull and moved in sympathy with railroad stocks. Total sales par value $1,025,000.

United States new 4s and 5s registered declined ¼ per cent in the bid price.

U. S. Bonds.

U. S. 2s reg	108¾	U. S. old 4s reg	114
U. S. 3s reg	109¾	U. S. old 4s cou	114¾
U. S. 3s coupon	110¾	U. S. 5s reg	112¾
U. S. new 4s reg	138¾	U. S. 5s coupon	112¾
U. S. new 4s cou	139¾		

Stocks.

Atchison	18¾	Mo. Pacific	39¾
do preferred	58¾	Mobile & Ohio	29
Balto. & Ohio	56¾	Mo. Kan. & T.	9½
Can. Pacific	30¼	do preferred	32¾
Can. Southern	48½	N. J. Central	116
Ches. & Ohio	23¾	N. Y. Central	133¾
Chicago G. W.	12½	Norfolk & W.	23
Chi. B. & Q.	129¾	do preferred	67¼
Chi. Ind. & Lou.	14½	North. Pacific	53½
do preferred	47	do preferred	75¾
Chi. & East. Ill.	83	Ont. & Western	21¼
Chi. & N. W.	160	Ore. R. & Nav.	42
Chi. R. I. & P.	106¼	do preferred	76
C. C. C. & St. L.	80¾	Pennsylvania	129¾
Col. Southern	5¼	Reading	17
do first pre.	39	do first pre.	49¾
do second pre.	14	do second pre.	25¾
Del. & Hudson	114	Rio Grande W.	37
Del. Lack. & W	173	do preferred	81
Denver & R. G.	17½	St. L. & San F.	9
do preferred	67½	do first pre.	68
Erie	11	do second pre.	31½
do first pre.	32	St. Louis S. W.	9¼
G. North. pre.	167¾	do preferred	24
Hocking Coal	15	St. Paul	116½
Hocking Valley	31	do preferred	170
Illinois Central	111	St. Paul & Om.	114
Iowa Central	11¾	South. Pacific	36¼
do preferred	50	South. Railway	11½
K. C. Pitts. & G.	8	do preferred	53¾
Lake Erie & W.	23	Texas & Pacific	14¼
do preferred	83	Union Pacific	45
Lake Shore	197	do preferred	75¾
Louis. & Nash.	73¼	Wabash	7¾
Manhattan L.	94¾	do preferred	20¾
Met. St. Ry.	171	Wheel. & L. E.	9½
Mex. Central	11	do second pre.	26½
Minn. & St. L.	58	Wis. Central	18
do preferred	59½		

Express Companies.

Adams	112	United States	45
American	143	Wells Fargo	120

Miscellaneous.

Am. Cotton Oil	33	Nat. Biscuit	36
do preferred	89	do preferred	89
Amer. Malting	6	National Lead	25
do preferred	28	do preferred	103½
Amer. S. & R.	36	National Steel	41
do preferred	87	do preferred	91¾
Amer. Spirits	2¾	N. Y. Air Brake	113
do preferred	17	N. American	14¾
Am. Steel Hoop	43	Pacific Coast	49
do preferred	81½	do first pre.	82
Amer. S. & W.	47¾	do second pre.	60
do preferred	89	Pacific Mail	42
Am. Tin Plate	29	People's Gas	102¾
do preferred	80¼	Pressed Steel C.	56½
Amer. Tobacco	99¾	do preferred	85
do preferred	135	Pull. Palace Car	186
Anaconda Mine	39	Stand. R. & T.	9¼
Brooklyn R. T.	71¼	Sugar	130¾
Col. F. & iron	40¾	*do preferred	115
Cont. Tobacco	31½	Tenn. Coal & I.	83¾
do preferred	85	U. S. Leather	16¼
Federal Steel	49¾	do preferred	73½
do preferred	71¾	U. S. Rubber	41½
Gen. Electric	120¼	do preferred	103
Glucose Sugar	49½	Western Union	86¼
do preferred	95	Republic I. & S.	20¾
Inter. Paper	22½	do preferred	65
do preferred	66	P. C. C. & St. L.	78
Laclede Gas	78		

Total sales of stocks were 549,600 shares.
*Offered.

Steel, Tin, Tube and Hoop Stocks.

The following prices for the above stocks are furnished by Simpson & Tatum, City Bank building:

	Opened.	Closed.
National Steel common	41¾	41
National Steel preferred	92	91¾
American Tin common	30	29
American Tin preferred	79	80½
National Tube common	43¼	42¾
National Tube preferred	91	92
American Hoop common	42¼	42
American Hoop preferred	81	81½

The following quotations are furnished by Howard Hazlett & Son, brokers, National Exchange Bank building:

	Bid.	Asked.
Steel preferred	92	—
Steel common	41¼	—
Tin preferred	86½	84
Tin common	29¼	—
Hoop preferred	81	84
Hoop common	42¾	—
Tube preferred	90	92
Tube common	42¾	44½
Wheel. & L. E. 2nd pre.	29¼	28
Wheel & L. E. common	9½	—
Chicago & G. W. common	12¼	—

New York Mining Stocks.

Cholor	22	Ontario	725
Crown Point	20	Ophir	65
C. C. & Va.	140	Plymouth	68
Deadwood	65	Quicksilver	150
Gould & Curry	20	do preferred	800
Hale & Norcross	35	Sierra Nevada	40
Homestake	5,000	Standard	265
Iron Silver	52	Union Consol	22
Mexican	28	Yellow Jacket	21

Breadstuffs and Provisions.

CHICAGO—The wheat market was somewhat irregular to-day, but on the whole was depressed by the large receipts and light clearances. May closing ½@⅝c under yesterday. Corn and oats closed a shade higher and provisions unchanged to 5c up.

The indifference of Liverpool to the advance in wheat here yesterday weakened the local market at the opening, May at 67¾@67⅝c; showing an initial loss of ½c. Buyers late yesterday on the war scare sold and the price eased off to 67½@67⅝c, where it steadied, and on reports of a better export demand, laboriously advanced to 68c. On liquidation occasioned by the very light clearances and the liberal primary receipts the rally was lost, May touching 67½c. A rumor that Ladysmith had fallen caught the market in an oversold condition and shorts made haste to cover, under pressure of which the market again advanced May to 68@68⅛c. The rumor was unconfirmed and some of the scare accumulations were disposed of. The close was rather weak, May ½@⅝c under yesterday at 67¾c. About forty loads were reported taken for export. Seaboard clearances were 82,493 bushels, of wheat, 10,470 barrels of flour. Primary receipts were 511,410 bushels, compared with 707,228 last year. Minneapolis and Duluth reported 396 cars, against 261 last week and 459 a year ago. Local receipts were 406 cars, none of which were graded contract. Trade was generally dull, though at times fairly active.

Corn was firm all day, up a trifle at times even when wheat was weak. The opening showed a fractional decline in sympathy with the wheat market, but it was soon recovered. Small country offerings and rather unseasonable weather were the strengthening influences. The market was dull and the shipping demand poor. The condition of this demand—or lack of it—can be illustrated by the fact that a New York wire announced the departure of the steamer Belgravavia, empty, having failed to get eight loads of grain at the minimum freight rate, although her destination is the largest corn center in Europe. Receipts here were 449 cars. May ranged from 32⅞c to 33¼c, closed a shade over yesterday at 33@33⅛c. Oats were firm but very dull. The market occupied a somewhat novel position, as there was plenty for sale at 24c and a good demand for the cereal at prices only fractionally under that. The result was that as soon as the asking price was reached the price immediately dropped. Country offerings were small. The sample market was firm. Receipts here were 153 cars. May ranged from 23⅝@23⅞c to 24c, closing a shade up at 24c.

A good shipping demand and some covering by shorts held the provision market firm in the face of liberal hog receipts and softer prices at the yards. Longs were made the profit-takers. The trade was not active nor large. May pork sold from $10 75 to $10 82½ and closed 5c over yesterday at $10 82½; May lard from $5 87½@5 90 to $5 92½, closing a shade better at $5 90@5 92½, and May ribs from $5 65 to $5 70@5 72½, with the close unchanged from yesterday at $5 70.

Estimated receipts to-morrow: Wheat 45 cars; corn 425 cars; oats 190 cars; hogs 40,000 head.

Cash quotations were as follows:

Flour steady.

Wheat—No. 3 spring 63@64½c; No. 2 red 66½@67c.

Corn—No. 2, 30¼@30⅝c; No. 2 yellow 31¼@31½c.

Oats—No. 2, 22½@23c; No. 2 white 25@25½c; No. 3 white 24¾@25¼c.

Rye—No. 2 52½@53c.

Barley—No. 2, 35@41c.

Flaxseed—No. 1, $1 51; No. 1 new $1 51.

Timothyseed—Prime $2 35.

Pork—Mess, per barrel $9 20@10 55.

Lard—Per 100 lbs $5 60@5 50.

Short ribs—Sides (loose) $5 50@5 75.

Dry salted shoulders (boxed) 5½@5¾c.

Short clear sides (boxed) $5 75@5 80.

Whisky—Distillers' finished goods, per gallon $1 23½.

Sugar—Cut loaf unchanged.

Clover—Contract grade $8 25.

Butter—Firm; creameries 22@29c; dairies 17@22c.

Cheese—Firm at 12@12¾c.

Eggs—Easy; fresh 18c.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2.				
Jan.	64½	64½	64¼	64¼
May	67¾	68⅛	67½	67⅝
July	68½	68½	67⅞	68⅛
Corn, No. 2.				
Jan.	30¾	30¾	30¼	30¾
May	32⅞	33⅛	32¾	33⅛
July	33⅝	33⅞	33⅝	33¾
Oats, No. 2.				
Jan.	22¼	22¼	22¼	22¼
May	23¾	23⅞	23¾	24
Mess Pork.				
Jan.	.....	.....	.....	$10 52½
May	$10 75	$10 83½	$10 75	10 82½
Lard.				
Jan.	.....	.....	.....	5 75
May	5 87½	5 92½	5 87½	5 92½
Short Ribs.				
Jan.	.....	.....	.....	5 60
May	5 65	5 72½	5 65	5 70

NEW YORK—Flour, receipts 9,781 barrels; exports 7,645 barrels; sales 5,800 packages; market again very quiet and nominally unchanged, although a shade lower to sell.

Wheat, receipts 27,200 bushels; exports 82,493 bushels; spot market steady; No. 2 red 75¼c f. o. b. afloat from store; No. 1 Northern Duluth 78¾c f. o. b. afloat prompt; No. 1 hard Duluth 80¾c f. o. b. afloat prompt; No. 2 red 73c elevator; options opened weak and closed ⅛@¾c net lower; May closed at 74⅝c; May 73¾c; July 73½c.

Corn, receipts 27,300 bushels; exports 26,045 bushels; spot market steady; No. 2, 41c f. o. b. afloat and 40c elevator; options opened steady; closed steady at ⅛c net advance.

Oats, receipts 92,300 bushels; exports 10 bushels; spot market steady; No. 2, 29c; No. 3, 28½c; No. 2 white 31½c; No. 3 white 30¾c; track mixed western 29@30½c; track white 31@35c; options inactive and featureless.

Hay and hides firm. Hops, leather, beef and cutmeats steady.

Lard steady; western steamed $6 15; January $6 15 nominal; refined firm; continent $6 40; S. A. $6 60; compound $5 87½@6 00.

Pork and butter steady. Cheese and tallow firm. Eggs weak.

Cottonseed oil strong; prime crude 31½@32c; do yellow 35¾@36c.

Rosin, turpentine, rice and peanuts steady. Molasses quiet but firm. Cabbage dull.

Coffee, opened firm at unchanged prices to ten points advance; closed steady; December five points lower and other months unchanged to ten points net higher; sales, 54,750 bags.

Sugar, raw firm and held higher; refined firm; good business doing.

BALTIMORE—Flour dull and unchanged; receipts 4,943 barrels; exports 3,873 barrels. Wheat dull; spot and month 69¾@70c; February 71@71⅛c; May 73¾@73⅞c; steamer No. 2 red 65½@65¾c; receipts 2,598 bushels; southern wheat by sample 65@71c; do on grade 66½@70½c. Corn dull; spot and month 36¾@37c; February 37@37⅛c; March 37¾@37⅝c; steamer 35¾@36c; receipts 156,209 bushels; exports 195,714 bushels; southern white corn 37@37½c; do yellow 38@39c. Oats firm; No. 2 white 30½@31c; No. 2 mixed 28@29½c. Hay firm; No. 1 timothy $15 50@16,00. Butter, cheese and eggs, firm and unchanged.

CINCINNATI—Flour quiet. Wheat firm; No. 2 red 71c. Corn easy; No. 2 mixed 33c. Oats firm; No. 2 mixed 24¾@26½c. Rye quiet; No. 2, 62c. Lard quiet, at $5 60. Bulkmeats firm at $5 60. Bacon steady at $6 45. Whiskey steady at $1 23½. Butter quiet. Sugar steady. Eggs easier and lower at 15c. Cheese quiet.

TOLEDO—Wheat lower and firm; No. 2 cash 68½c; May 72c bid. Corn dull and steady; No. 2 mixed 32½c. Oats dull and steady; No. 2 mixed 24c. Cloverseed active, little change; prime cash old $4 80; January new $5 65; March $5 70 bid.

Live Stock.

CHICAGO—Cattle, good to choice fat steers steady; inferior to medium weak to 10c lower; Texans steady; cow market and canners, steady to slow, stockers and feeders quiet; calves steady; good to choice $5 30@6 45; poor to medium $4 10@5 00; mixed stockers $3 00@3 80; selected feeders $4 10@4 75; good to choice cows $3 50@4 65; heifers $3 25@4 75; canners $2 25@2 90; bulls $2 50@4 60; calves $4 50@7 60; fed Texas beeves $4 25@5 25. Hogs fairly active at 2½c to 5c lower; fair clearance; mixed and butchers $4 30@4 55; good to choice heavy $4 40@4 60; rough and heavy $4 30@4 37½; light $4 20@4 50. Bulk of sales $4 40@4 50. Sheep and lambs, best steady, others weak; native wethers $4 40@5 00; lambs $4 20@5 60; western wethers $4 30@4 75; western lambs $5 50@6 25. Receipts: cattle 16,500 head; hogs 40,000 head; sheep 15,000 head.

EAST LIBERTY—Cattle steady; extra $5 70@6 00; good $5 20@5 40; common $3 00@3 60. Hogs slow; prime mediums $4 62½@4 65; heavy hogs $4 60@4 62½; best Yorkers $4 55@4 60; light Yorkers, pigs, $4 45@4 55; roughs $3 00@4 00. Sheep firm; choice wethers $4 70@4 80; common $2 00@3 00; choice lambs $6 10@6 25; common to good $4 50@4 60. Veal calves $7 50@7 75.

CINCINNATI—Hogs active at $3 80@4 55.

Metals.

NEW YORK—In the main there was little change in the local metal situation to-day. Business was conducted along conservative lines and the price movement was unusually narrow. Tin continued to attract special attention, however, and ruled more or less irregular throughout. At the close the metal exchange called pig iron warrants quiet. Lake copper unchanged at $16 50. Tin unsettled, with $25 50 bid and $26 50 asked. Lead steady, with $4 70 bid and $4 75 asked. Spelter dull, with $4 45 bid and $4 55 asked. The brokers' price for lead is $4 45 and for copper $16 50.

Dry Goods.

NEW YORK—There has been no change to-day in the market at first hands, for any description of cotton goods. Brown bleached and coarse cottons, prints and ginghams have all been in quite moderate demand without change of any moment in prices. The print cloth market is very dull throughout. Woolen and worsted dress strong, but current demand quiet. Silks firm, with indifferent sales. Jobbers are doing a good business and sales since the beginning of the year are well ahead of corresponding period last year.

Petroleum.

OIL CITY—Credit balances $1 66; certificates, $1 66½ bid for cash; shipments 128,496 barrels; average, 85,106 barrels; runs, 116,294 barrels; average, 81,771 barrels.

Wool.

NEW YORK—Wool quiet.

DON'T let the little ones suffer from eczema, or other torturing skin diseases. No need for it. Doan's Ointment cures. Can't harm the most delicate skin. At any drug store, 50 cents.—4

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EAKIN HOUSE. New Martinsville, W. Va. Home for Commercial and Oil Men.

HOTEL MOREY, Middlebourne, W. Va. First-Class Livery Attached.

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WATSON HOTEL, Harrisville, W. Va. Good Accommodations. Livery.

RAILROADS.

THE Cleveland, Lorain & Wheeling RAILWAY COMPANY.

Schedule in effect November 19, 1899. Central Standard Time.

NORTH-BOUND.

Main Line.	a. m. 2	a. m. 4	p. m. 6	p. m. 8
Bellaire		5:55		
Bridgeport		6:10	1:00	4:10
Uhrichsville	5:20	8:10	3:00	6:16
New Philadelphia	5:48	8:27	3:18	6:34
Canal Dover	5:56	8:34	3:26	6:41
Justus	6:24	9:02	3:55	7:09
Massillon	6:40	9:18	4:11	7:23
Canal Fulton	6:50	9:35	4:28	
Warwick	7:05	9:42	4:36	
Sterling	7:27	10:04	4:59	
Seville	7:33	10:10	5:05	
Chippewa Lake	7:42	10:18	5:14	
Medina	7:55	10:30	5:26	
Lester	8:05	10:38	5:36	
Brooklyn	8:54	11:24	6:22	
Cleveland	9:10	11:40	6:40	
Lorain Branch.	**a. m. 12**	**a. m. 14**	**p. m. 16**	**p. m. 10**
Lester	8:15	10:41	5:47	2:05
Grafton	8:35	10:59	6:05	2:23
Elyria	8:54	11:16	6:23	2:40
Lorain	9:10	11:30	6:37	2:55

SOUTH-BOUND.

Lorain Branch.	a. m. 9	p. m. 15	p. m. 13	a. m. 11
Lorain	9:45	4:25	1:05	7:05
Elyria	10:00	4:40	1:20	7:20
Grafton	10:18	4:56	1:38	7:41
Lester	10:35	5:15	1:57	8:00
Main Line.	**a. m. 7**	**p. m. 5**	**p. m. 3**	**a. m. 1**
Cleveland		4:40	1:00	7:10
Brooklyn		4:54	1:18	7:24
Lester		5:40	2:00	8:10
Medina		5:56	2:11	8:23
Chippewa Lake		6:07	2:22	8:34
Seville		6:19	2:30	8:43
Sterling		6:26	2:36	8:49
Warwick		6:45	2:55	9:11
Canal Fulton		6:56	3:05	9:18
Massillon	6:20	7:16	3:25	9:39
Justus	6:46	7:31	3:40	9:59
Canal Dover	7:16	8:01	4:11	10:26
New Philadelphia	7:23	8:08	4:18	10:33
Uhrichsville	7:44	8:25	4:35	10:50
Bridgeport	9:50		6:50	1:16
Bellaire			7:05	

Electric cars Bridgeport to Wheeling, Bellaire and Martin's Ferry. Consult agents for best routes and lowest rates to all points. M. G. CARREL, General Passenger Agent.

BALTIMORE & OHIO RAILROAD.

Departure and arrival of trains at Wheeling. Eastern Time. Schedule in effect Nov. 19, 1899. Station corner of Twentieth and Water Streets.

From Wheeling to	Leave. a. m.	Arrive a. m.
Grafton and Cumberland	*12:25	* 8:10
Washington and Baltimore	*12:25	* 8:10
Philadelphia and New York	*12:25	* 8:10
		p. m.
Pittsburgh and Cumberland	* 6:25	*11:20
Washington and Baltimore	* 5:25	*11:20
Philadelphia and New York	* 5:25	*11:20
Grafton and Cumberland	† 6:50	† 4:20
Fairmont and Grafton	* 6:50	* 4:20
Washington (Pa.) and Pitts.	* 7:20	* 6:35
		a. m.
Zanesville and Newark	* 7:25	* 1:15
Columbus and Chicago	* 7:25	* 1:15
		p. m.
Zanesville and Columbus	*10:15	* 5:17
Cincinnati and St. Louis	*10:15	* 5:17
Grafton and Cumberland	*10:50	*10:20
Washington and Baltimore	*10:50	*10:20
	p. m.	a. m.
Zanesville and Newark	* 3:20	*11:40
Columbus and Chicago	* 3:20	*11:40
Washington (Pa.) and Pitts.	† 3:15	† 9:50
Philadelphia and New York	† 3:15	*10:13
Grafton and Cumberland	* 4:50	*10:20
Washington and Baltimore	* 4:50	
Pittsburgh and Cumberland	* 5:20	*10:13
Washington and Baltimore	* 5:20	*10:13
Philadelphia and New York	* 5:20	*10:13
Zanesville and Columbus	*11:40	* 5:20
Cincinnati and St. Louis	*11:40	* 5:20
Pitts. and Washington (Pa.)	§ 5:35	§11:05

*Daily. †Except Sunday. §Sundays only. Pullman Sleeping or Parlor Cars on all through trains.

T. C. BURKE, City Passenger and Ticket Agent, Wheeling. Agent for all Steamship Lines.

F. D. UNDERWOOD, General Manager. D. B. MARTIN, Mgr. Pass. Traffic. —Baltimore.—

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.

RAILWAY TIME CARD.

Arrival and departure of trains on and after Nov. 19, 1899. 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.	*8:10 am
*4:50 pm	Wash., Bal., Phil., N.Y.	.....
†6:00 am	...Cumberland Accom...	†4:20 pm
*6:50 am	.....Grafton Accom.....	*4:20 pm
*4:50 pm	.....Grafton Accom.....	*10:30 am
*10:00 am	..Washington City Ex..	*10:30 pm
Depart.	**B.&O.—C.O. Div., West.**	**Arrive.**
¶7:25 am	For Columbus and Chi.	*1:15 am
*10:15 am	..Columbus and Cincin..	*5:17 pm
*11:40 pm	..Columbus and Cincin..	*5:20 am
*3:00 pm	Columbus and Chi. Ex.	*11:40 am
†10:15 am	..St. Clairsville Accom..	†11:40 am
†3:00 pm	..St. Clairsville Accom..	†5:17 pm
*10:15 am	.....Sandusky Mail.....	*5:17 pm
Depart.	**B. & O.—W., P. B. Div.**	**Arrive.**
*9:55 am	.....For Pittsburgh.....	*10:13 am
†7:20 am	..... Pittsburgh	† 6:35 pm
*5:20 pm	..Pittsburgh and East..	*11:30 pm