LACK OF TACTICS

Of the Boers and Their Quick Methods of Concentration

BEAT BRITISH DISCIPLINE

And Enable Them to Fight to Better Advantage — The Bravery, Dash and Bayonet Charges of British Soldiery Have Not Proved Equal to Boer Craft.

Correspondence of the Associated Press.

LONDON, Jan. 30.—Writing from Frere on January 4, the Times correspondent thus describes conditions in the Colenso localities:

Since our retirement on the night after the battle to a safer position, the force has been divided between Chieveley and Frere. General Hildyard's and General Barton's brigades of infantry with the mounted infantry, the naval guns and two field batteries, remained at Chieveley; the rest marched through to Frere. It is on that part of the force that remained at Chieveley that most of the work of the last fortnight has fallen. The Boers emboldened by their success, sent large raiding parties across the Tugela, both to the east and west of Colenso, which, on several occasions, pushed so far south that it was *thought they intended* striking at our lines of communication. In reply, strong patrols were sent out along the *southern bank*, occasionally going as far as Weenen to the east and Springfield to the west. Almost every day they came in touch with the Boers, but the tangible results were very small. It is in this kind of warfare that the Boer is at his best. A natural instinct, unknown in the British soldiers, leads him always to move through country where he can best combine his powers of defense with his extraordinary mobility. Day after day patrols returned with the same disappointing news. A few shots exchanged at long range without any damage done, and then the Boers either retreated out of reach or attempted to draw our men under fire, their own supports occupying a position far too strong for our men to risk an engagement. Then the following day a stronger force would be sent out with perhaps a couple of guns, but only to find no Boers in the neighborhood, and would return again with tired horses. Our mounted men did well, especially the irregulars, who from their knowledge of the country and the habits of the enemy, and also because their *colonial ponies* are far better suited to this kind of work than English horses, could more nearly meet the Boers on their own terms than was possible in the case of English cavalry. A striking example of this occurred on the afternoon of December 20, when a strong party of Boers stalked a cossack post consisting of seven Hussars who were stationed some way outside the line of the pickets. Creeping up unnoticed, they cut them off from their horses, all of which were shot, and then killed two of the Hussars as the latter retired. The following afternoon the same post was held by five Natal Carbineers, and the Boers tried to repeat their success. The Carbineers, however, had seen them and holding their fire till the Boers came within easy range killed three and wounded several more. There is no doubt that lack of discipline is an advantage to the Boers in this kind of skirmishing. First, it makes them more mobile. The moment that news is brought that men are wanted at a certain point each man saddles his own pony and goes straight there as fast as his pony will carry him.

No Waiting for Orders.

There is no waiting to start till the last man is ready, no waiting till the and advance in column, which, through a roadless country, is a source of constant small delays. Each man goes for himself, and when he reaches the point where he is wanted, uses his own peculiarly instinctive knowledge in taking up his position. Then, again, when advancing each man acts as if he were his own scout, with the result that it is almost an impossibility do draw a body of them into an ambush.

Despite their activity, however, the condition of the Boers does not seem to be very prosperous. The week after the battle 120 Kaffirs, who had been working for the Boers, deserted to us, many of them being in a starving condition. They said the Boer loss had been heavy, almost entirely owing to the effect of the lyddite in the trenches. The following week some more Kaffirs came in, telling the same story. On January 3, twelve Boer deserters came in. All this points to the fact that the long waiting here is telling heavily on the Boers.

Where Mistakes Were Made.

The Daily News correspondent at Cape Town, reviewing the campaign up to January 8, declared that "our leadership has signally failed in detail. At Graspan, if time had been given a sufficiently strong and fresh force of cavalry could have been got up—thirty hours would have done it—to cut off the enemy's retreat; another regiment of cavalry and another battery, and we might have netted the entire commando defending Graspan. At Magersfontein twenty-four hours delay would have given us the balloon and a preliminary examination of the Boer position and have saved us the Highland brigade. At Stormberg the rules which guide a subaltern "playing soldier" at Aldershot may be set aside by a general who has an empire for a stake. Colenso seems but to repeat the universal blundering."

Cape Politics.

The political outlook in Cape Colony comes in for a good deal of attention. The Cape Town correspondent of the Daily Telegraph declares that "some curious and foreseen results will follow this campaign in the politics of Cape Colony. It is supposed that 5,000 subjects of the queen in this colony have taken up arms on the side of her majesty's enemies. They are voters to a man.

"By the law some thousand of bond votes should go. The last thing that President Kruger and President Steyn desired in making war on Great Britain was to strengthen Mr. Rhodes' political power. It seems to me no other result is possible than the presentation to him of at least half a dozen of the safest bond seats in this colony."

The Standard's Cape Town correspondent, writing on the same subject says:

"Reconstruction means the practical extinction of the bond party, with the *pro-Boer* sympathies and it surely stands to reason that the wanton outbreak of disloyalty should not be dealt with in a spirit of undue leniency."

BEECHAM'S PILLS
Improve the general health. 10 cents & 25 cents

CLARKSBURG CULLINGS

Prominent Citizen Killed by a Train. The Next Central Fair Sept. 3-6. Quarantine Declared Against Upshur County.

Special Dispatch to the Intelligencer.

CLARKSBURG, W. Va., Feb. 12.—C. H. Ash, a prominent and well-to-do farmer of this county, was struck and instantly killed by the west-bound express at Wilsonburg this morning. He was crossing the tracks, and being deaf, could not hear the approaching train. He was seventy-two years old.

The board of directors of the West Virginia Central Agricultural, and Mechanical Society met to-day, and decided to hold their next fair September 3, 4, 5 and 6.

The county health board to-day quarantined this county against Upshur county, and have notified the West Virginia & Pittsburgh Railroad Company not to carry passengers or mail from that county into this county.

RAILROAD TAXES

Apportioned to Municipalities of the State.

Special Dispatch to the Intelligencer.

CHARLESTON, W. Va., Feb. 12.—The apportionment of the railroad taxes collected by the auditor for the year has been completed. The share of the different municipalities is as follows:

Municipality.	1899.
Alderson	$ 110 63
Barboursville	43 00
Bayard	22 18
Belington	123 38
Benwood	2,352 87
Beverly	16 82
Bluefields	1,076 30
Bramwell	315 81
Bridgeport	52 97
Brooklyn	10 51
Buckhannon	161 83
Cairo	97 97
Cameron	105 19
Central City	326 31
Ceredo	166 28
Charleston	417 49
Charles Town	30 64
Clarksburg	443 32
Clay C. H. (Henry)	14 62
Davis	81 84
East Bank	60 42
Elk Garden	9 66
Elkins	942 54
Elm Grove	65 03
Fairmont	128 56
Fetterman	145 66
Fulton	14 04
Friendly	55 49
Grafton	1,543 02
Guyandotte	54 70
Harper's Ferry	132 48
Hartford	36 89
Hawk's Nest	24 38
Henderson	26 37
Hendricks	97 15
Hinton	1,480 81
Hundred	106 99
Huntington	2,927 07
Hurricane	54 10
Junior	26 16
Kenova	1,962 81
Keyser	989 84
Keystone	129 13
Leon	13 06
Littleton	78 04
Mannington	130 92
Mason City	98 15
McMechen	165 40
Martinsburg	658 92
Matewan	56 38
Milton	50 26
Monongah	60 88
Montgomery	146 25
Montrose	8 77
Morgantown	190 09
Moundsville	461 58
Newburg	30 35
New Cumberland	259 27
New Martinsville	62 54
Parkersburg	3,374 74
Parsons	87 28
Paw Paw	30 28
Pennsboro	86 62
Philippi	123 34
Piedmont	901 15
Point Pleasant	402 48
Ravenswood	21 94
Reedy	20 92
Romney	383 35
Rowlesburg	49 33
St. Albans	69 04
St. Mary's	15 57
Salem	171 96
Shepherdstown	38 04
Seneca	39 00
Shinnston	46 50
Sistersville	103 49
South Morgantown	115 09
Spencer	40 36
Sutton	21 10
Terra Alta	129 52
Thomas	64 91
Tunnelton	43 82
Wayne (Fairview	51 05
Welch	297 92
Wellsburg	451 50
Weston	161 22
West Union	46 21
Wheeling	3,814 33
Williamson	107 98
Womelsdorf	14 63
Worthington	11 72

MINERS' CONVENTION

Meets at Pittsburgh To-day—Many Questions to be Settled.

PITTSBURGH, Pa., Feb. 12.—The annual convention of the coal miners of the Pittsburgh district will begin to-morrow. The convention will be one of the most important held by the miners of this district in years and it is probable that the gathering will continue during all of the week.

It has been thought by most people that all matters with reference to the wage scale of the coal diggers was settled at the Indianapolis convention, but such was not the case. An advance was given the pick miners of fourteen cents above the old price, sixty-six cents per ton in thin vein mines. No action was taken, however, relative to the differential between thick and thin vein mines and the scale for dead work and room turning. The scale for machine mining is also to be adjusted. Many of the miners believe that the differential between thick and thin mines is too great at the present time and want it reduced one-half, which would give thick vein diggers an advance of over six cents per ton. Coal operators naturally oppose such a change as its enforcement would take thousands of dollars annually from their profits. It is very likely that the dead work and machine rates will be adjusted by adding 21 per cent to the old scale and making some minor changes, but what will be done with the differential is an unsettled problem.

ENERGY all gone? Headache? Stomach out of order? Simply a case of torpid liver. Burdock Blood Bitters will make a new man or woman of you.—1

MR. WYNDHAM

In the House of Commons, Explains That There Are in the British Army and Enlistments in Sight a Total of Nearly 600,000 Men.

LONDON, Feb. 12.—The house of commons was crowded to-day in anticipation of the statement of Mr. George Wyndham, parliamentary secretary of the war office, in regard to the army measure. Joseph H. Choate, the United States ambassador; Henry White, the secretary of the United States embassy, and W. T. Baker, president of the Chicago Board of Trade, were among those present in the high distinguished strangers gallery.

Mr. Wyndham arose, amidst cheers, when the house went into committee on supply and said that he did not propose to deal with the question of the prosecution of the war, but would immediately outline other military measures necessary for placing home defense on a satisfactory footing. The government, he continued, had not even considered the question of compulsory service, which was entirely unnecessary in view of the activity of recruiting for the auxiliary forces. During the spring and summer the volunteer artillery will be re-armed. A mounted infantry volunteer corps would be formed. The artillery, army service corps and engineers necessary for two additional army corps would be raised forthwith, namely, thirty-six field batteries and seven horse batteries. The speaker also said it had been decided to raise twelve additional infantry battalions.

Mr. Wyndham said the existing cavalry force would also be extended and that commissions would be offered to military officers, to the colonies and to the universities. At present the speaker further pointed out there were 109,000 regulars in the country and the increase was anticipated to be 30,000. There were now 328,000 men in the auxiliary forces, and it was estimated the increase will be 50,000 men. So, altogether, the country would soon have at least 517,000 men and Mr. Wyndham anticipated that the number would be nearer 600,000 than half a million.

The secretary of state for war, Lord Lansdowne, furnished the house of lords with a statement similar to that of Mr. Wyndham.

The Prince of Wales and the Duke of Cambridge were interested listeners in the house of lords.

In the course of his remarks, Mr. Wyndham referred to the government's confidence in the power and splendid efficiency of the fleet, saying it was never greater or more legitimate than now.

The government, Mr. Wyndham then said, was not making an appeal for money and men in a *spirit of panic*. The risk was not very much nearer than a year ago, but it had increased in exact proportion to the reduction of the home military defense which sufficed to justify the present demands for an increase of the resources for home defense.

Sir Charles Dilke, advanced Radical, member for the Forest of Dean division of Gloucestershire, said Mr. Wyndham's speech "seemed to support the heresy that Great Britain should rely upon home defense while the truth was that the most powerful defense lay in the striking power of the fleet."

The Liberal leader, Sir Henry Campbell-Bannerman, who followed, said he had heard of the great scheme for the administration of a great army, but he had not heard a single figure mentioned as to the cost thereof, nor even in regard to the particular vote. How much of the money required was due to the present war?

To this question Mr. Wyndham replied 420,000 pounds.

Sir Henry Campbell-Bannerman said he could not be expected to pronounce an opinion upon the scheme suddenly, but, he added, he believed nine-tenths of his hearers were ready to do almost anything for the purposes of the present war, but would like to regard it as a war measure alone, leaving the question of the future increase and rearrangement open for future discussion.

It was explained in the lobbies of the house of commons that Mr. Wyndham meant to convey that all the supplementary estimates asked for were due to the war except £420,000 required for the new scheme to close the financial year of March 31.

Supreme Court Business.

Special Dispatch to the Intelligencer.

CHARLESTON, W. Va., Feb. 12.—The supreme court to-day transacted following business:

B. W. Lawson vs. B. F. Zinn and brother, from Ritchie county, petition for re-hearing filed by defendant in error, Lawson.

Biggs vs. Bailey, et als., from Raleigh county, continued by consent.

Harper vs. Harper, from Raleigh county, continued by consent.

Swindell vs. Harper, from Raleigh county, continued by consent.

Porter vs. Mack, et als, from Hancock county, argued and submitted. Adjourned until to-morrow.

CHESS CHAMPION

Steinitz Taken to Manhattan State Hospital.

NEW YORK, Feb. 12.—William Steinitz, who was for many years the chess champion, was taken to the Manhattan State Hospital for the Insane, on Ward's Island to-day, without any word having been received from his friends. It is said that his wife is unable to provide for him in a sanitarium or private institution. Steinitz is sixty-two years old.

Official telegrams have been received by several of the Central American representatives in Washington, stating that the Hay-Pauncefote treaty concerning the Nicaragua canal meets with general approval throughout Central America.

HUNDREDS of lives saved every year by having Dr. Thomas' Eclectric Oil in the house just when it is needed. Cures croup, heals burns, cuts, wounds of every sort.—2

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

BELLAIRE HAPPENINGS.

Matters of Interest in the Metropolis of Belmont County.

Mayor Freeze held quite a matinee yesterday, there being eight cases before him, seven of them being plain drunks. These were taxed $2 and costs each. John Welsh, for malicious destruction of property, was fined $5 and costs and sentenced to thirty days in jail.

There will be a special meeting of Hope Commandery, Knights Templar, at St. Clairsville, Thursday evening, and a train will return to the river front after the meeting, for the accommodation of Sir Knights of Bellaire, Bridgeport and Martin's Ferry.

The Bellaire Bottle Company has just sent out to the trade a large number of catalogues, showing the various styles of bottles made by this company. They reach all branches of the bottle trade, the prescription, bar and preserving concerns.

The congregation of the Second Presbyterian church will hold a meeting this evening, to discuss the matter of a new and larger church. A subscription will be started and the work pushed to success, if possible.

Senator F. B. Archer and L. E. Emerson attended the meeting of the Republican League at Cincinnati yesterday. The banquet in the evening was a rich affair.

Four new arc lights have been placed in the city park and ther are no dark corners in the place now. This will be pleasing to the people living about the park.

Frank Colard, formerly master mechanic at the steel plant, but now engaged at Youngstown, spent Sunday with his family here.

They are now drilling for oil on the Hinkle farm, near the old Belmont church, with prospects of making a good strike.

Frank J. Roemer, who spent a week with his parents here, left yesterday for Milwaukee, where he is engaged in business.

The Twentieth Century Club will meet this evening at the home of Mr. and Mrs. C. W. Dickens.

The city council held a special meeting last night, to approve the plans for the new city building.

The Country Club of young ladies was entertained by Miss Bernice McCroba at her home last night.

John Simons, son of Rev. E. A. Simons, returned to Mt. Union College yesterday morning.

The Ladies' Aid Society of the First M. E. church, will meet in the church this afternoon.

Hon. A. T. McKelvey came down from Columbus and spent Sunday at his home.

Bruce Fryman, a young man who died Sunday, will be buried this afternoon.

Mrs. George Squiggins and son, of Cleveland, are visiting relatives here.

Mrs. Russell, of Steubenville, is the guest of Mrs. J. B. Gibson.

George Ball and wife are home from an extended eastern trip.

WELLSBURG.

Doings of People in the Brooke County Metropolis.

The parties to the partition suit of L. C. Applegate vs. Mina W. Applegate, have agreed upon Messrs. S. George, T. H. Buchanan and D. B. Mulholland as arbitrators, who are to partition into two separate tracts the home farm of the late Hon. Lewis Applegate, on the Washington turnpike, containing 340 acres, with valuable improvements, of which the plaintiff and defendant are joint owners. The arbitrators are to do their work by the 15th inst., and then the parties interested are to have three days in which to make choice between the two tracts, with privilege of bidding for the most desirable.

Jurors drawn for the March term of circuit court are as follows: Frank Miller, George T. Marsh, Robert McNabb, George W. Bowers, W. A. Lee, J. M. Calloway, H. C. Wells, John O. Marsh, H. B. Mahan, Curtis Metcalf, Calvin Beck, W. F. Counselman, C. A. C. Smith, Charles Forney, William Patterson, Morris Brashear, F. B. Duvan, Emery Jacobs, J. M. Brown, Charles Beall, W. H. Cook, James L. Carter, S. H. Baxter, J. F. Gist, Henry Bennett, F. B. Downey, J. G. W. Davies, M. C. Patton, Job A. Lewis, C. J. Poole.

The second quarterly conference will be held at the Methodist Episcopal church on Friday evening, February 16. Presiding Elder Mechem will also preach.

The Ladies' Aid Society of the M. E. church will give a 5 o'clock dinner on Thursday, and in the evening hold a bazaar at the church.

The Olympia Stock Company holds the boards at the opera house every evening this week.

It is understood that Carl K. Jacob will be a Republican candidate for prosecuting attorney.

Attorney A. G. Fickelsen, of Wheeling, spent Sunday with his parents here.

Hon. W. W. Riley Dead.

Special Dispatch to the Intelligencer.

CHARLESTON, W. Va., Feb. 12.—W. W. Riley, ex-member of the legislature, died to-day at Clendenning, aged sixty-three.

William F. Miller, the absconding head of the "Franklin Syndicate," of Brooklyn, a concern which promised to pay investors ten per cent a week, was brought to police headquarters in New York yesterday. He was arrested in Canada.

Breadstuffs and Provisions.

CINCINNATI—Flour steady; fancy, $3 10@3 25; family, $2 40@2 70. Wheat firm; No. 3 red, 73½c. Corn firm; No. 2 mixed, 34c. Oats steady; No. 2 mixed 25½@26c. Rye in fair demand; No. 2, 63@64c. Lard quiet at $5 80@5 85. Bulkmeats firm at $6 15. Bacon firm at $6 90. Whiskey steady at $1 23½. Butter steady. Sugar firm. Eggs steady at 12½c. Cheese steady. Good to prime Ohio flat 12½c.

PHILADELPHIA — Butter firm and in good demand; fancy western creamery, 26c; do prints, 27c. Eggs steady; fresh nearby, 15c; do western, 15c. Cheese quiet but steady. Refined sugars unchanged.

Live Stock.

CHICAGO—Cattle slow at 10c lower, except choice; Texans about steady; receipts 1,600 head; butchers stock and canners 10@15c lower; feeders easy; good to choice $5 10@6 00; poor to medium $4 00@4 85; mixed stockers $3 25@3 75; selected feeders $4 20@4 80; good to choice cows $3 10@4 35; heifers $3 25@4 60; canners $2 20@2 75; bulls $2 70@4 50; calves $4 50@8 00; fed Texas beeves $4 00@5 00. Hogs average a shade lower; top, $5 05; good clearances, mixed and butchers $4 75@5 00; good to choice heavy $4 90@5 05; rough heavy $4 75@4 85; light $4 75@4 95; bulk of sales $4 87½@5 00. Sheep and lambs strong and active at 10@15c higher; native wethers $4 65@5 75; lambs $5 00@7 25. Western wethers $4 65@5 50; western lambs $6 00@7 30. Receipts—Cattle, 20,500 head; hogs, 42,000 head; sheep, 18,000 head.

EAST LIBERTY—Cattle lower; extra $5 50@5 70; prime $5 25@5 40; common $3 25@3 80. Hogs lower; prime mediums $5 15@5 20; heavy Yorkers $5 10@5 12½; light Yorkers and pigs $4 90@5 05; heavy hogs $5 00@5 10; roughs $3 50@4 75. Sheep lower; choice wethers $5 70@5 80; common $3 00@4 00; choice lambs $6 80@7 00; common to good $5 00@6 75. Veal calves $7 00@7 75.

CINCINNATI — Hogs active and strong at $4 15@5 47½.

PLUMBING, ETC.

WM. F. C. SCHNELLE,
Plumbing, Gas and Steam Fitting.
Dealer in all goods pertaining to the trade. 2012 Main Street.
Telephone 37. Wheeling, W. Va.

ROBERT W. KYLE,
Practical Plumber..... Gas and Steam Fitter.
No. 1155 Market Street.
Gas and Electric Chandeliers, Filters, and Taylor Gas Burners a specialty. mrl

WM. HARE & SON,
Practical Plumbers, Gas and Steam Fitters.
No. 33 Twelfth Street.
Work done promptly at reasonable prices.

TRIMBLE & LUTZ COMPANY.
SUPPLY HOUSE.
Plumbing and Gas Fitting. Steam and Hot Water Heating.
A FULL LINE OF THE CELEBRATED SNOW STEAM PUMPS.

STEAMERS.

FOR CINCINNATI, LOUISVILLE, LOWER OHIO, NASHVILLE, ST. LOUIS, MEMPHIS, NEW ORLEANS, and intermediate points take the new and palatial steamers of the Pittsburgh & Cincinnati Packet Line, leaving wharfboat, foot of Twelfth street, as follows:
Steamer VIRGINIA—T. J. Calhoon, Master; R. H. Kerr, Purser. Every Sunday at 8 a. m.
Steamer KEYSTONE STATE—Charles W. Knox, Master; Will D. Kimble, Purser. Every Tuesday at 8 a. m.
Steamer QUEEN CITY—Robert R. Agnew, Master; Daniel M. Lacey, Purser. Every Thursday at 8 a. m.
For Freight or Passage Telephone 930.
CROCKARD & BOOTH, Agents.
ja19

BEST HOTELS IN THE STATE.

HOTEL BARTLETT.
None Better.
Mannington, ... W. Va.

HOTEL COMMERCIAL.
House Heated by Steam.
Opp. B. & O. Station, Rowlesburg, W. Va.

TERRA ALTA HOTEL.
Centrally Located.
Terra Alta . . . . . W. Va.

HOSFORD'S HOTEL.
Centrally Located. Rates $2.00 Per Day.
Sistersville, W. Va.

MOUND CITY HOTEL,
Under New Management.
Opposite Court House, Moundsville, W. Va.

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

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

SKINNER'S TAVERN,
At Depot, Fairmont, W. Va.
Sample Rooms Opposite New Court House.

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	5:30	6:40	2:00	6:16
New Philadelphia	5:48	6:57	2:18	6:34
Canal Dover	5:55	8:34	2:26	6:41
Justus	6:24	9:03	2:55	7:09
Massillon	6:40	9:18	4:11	7:22
Canal Fulton	6:58	9:35	4:29	
Warwick	7:06	9:43	4:35	
Sterling	7:27	10:04	4:59	
Seville	7:33	10:10	5:06	
Chippewa Lake	7:42	10:18	5:14	
Medina	7:55	10:30	5:26	
Lester	8:06	10:38	5:36	
Brooklyn	8:54	11:34	6:32	
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	10:16	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	1:16	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		6:48	2:58	9:11
Canal Fulton		6:56	3:05	9:18
Massillon	6:30	7:16	3:23	9:29
Justus	6:46	7:31	3:40	9:50
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	* 5:25	*11:30
Washington and Baltimore	* 5:25	*11:30
Philadelphia and New York	* 5:25	*11:30
Grafton and Cumberland	† 6:50	† 4:20
Fairmont and Grafton	* 6:50	* 4:20
Washington (Pa.) and Pitts.	* 7:30	* 9:17
		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	*10:30
Washington and Baltimore	*10:50	*10:30
	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	*10:30
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, D. B. MARTIN,
General Manager. 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.	
*12:20 am	...Cumberland Accom...	*4:20 pm
*3:00 am	.....Grafton Accom.....	*4:20 pm
*4:50 pm	.....Grafton Accom.....	*10:35 am
*10:30 am	Washington City Ex.	*10:30 pm
Depart.	B. & O.—C. O. Div.—West.	Arrive.
*7:35 am	For Columbus and Chi.	*1:05 am
*10:15 am	..Columbus and Cincin..	*5:17 pm
*12:40 pm	..Columbus and Cincin..	*5:30 am
*3:00 pm	Columbus and Chi. Ex.	*11:40 am
†10:15 am	..St. Clairsville Accom..	11:40 am
†3:30 pm	..St. Clairsville Accom..	*5:17 pm
*10:15 am	.....Sandusky Mail.....	*5:17 pm
Depart.	B. & O.—W., P. B. Div.	Arrive.
*6:25 am	.....For Pittsburgh.....	*10:15 am
*7:30 am	..... Pittsburgh	6:35 pm
*5:20 pm	..Pittsburgh and East..	*11:05 am
†3:15 pm	..Pittsburgh and East..	†9:50 am
‖5:35 pm	..... Pittsburgh	‖11:05 am
Depart.	P., C., C. & St. L. Ry. East.	Arrive.
†7:35 am	..... Pittsburgh	†9:45 am
‖11:00 am	..... Pittsburgh	‖5:15 pm
†12:00 pm	Pitts., Phila. and N. Y.	†3:25 pm
*2:35 pm	Pitts., Phila. and N. Y.	*9:15 pm
†7:35 pm	Pitts., Bal., W'sh., N.Y.	*11:35 am
†9:20 pm	Pitts., Bal., W'sh., N. Y.	‖11:35 am
	West.	
†7:35 am	..Steub. and Dennison..	†9:45 am
†7:35 am	Steub., Col., Cin., St. L.	†7:07 am
†12:00 pm	..Steub., Col. and Chi..	†3:25 pm
‖3:05 pm	..Steub. and Dennison..	†9:15 pm
†9:20 pm	Steub., Col., Cin., St. L.	‖5:15 pm
Depart.	O. R. R. R.	Arrive.
*7:00 am	Park. and Way Points	*10:30 am
†10:00 am	Charleston and Cincin.	*3:45 pm
*11:45 am	Cincinn. and Lexington	†7:25 pm
‖11:45 am	....Kenova Express....	‖7:25 pm
*3:45 pm	Park. and Way Points	*8:30 pm
*7:00 pm	Park. and Way Points	‖9:15 am
Depart.	C. & P.—Bridgeport.	Arrive.
†5:45 am	Ft. Wayne and Chicago	†9:35 pm
†5:45 am	...Canton and Toledo...	†9:35 pm
†5:45 am	Alliance and Cleveland	†6:53 am
†10:30 am	Steubenville and Pitts.	†2:35 pm
†5:45 am	Ft. Wayne and Chicago	†10:40 am
†10:10 pm	...Canton and Toledo...	†9:35 pm
†2:00 pm	Alliance and Cleveland	†1:00 pm
*2:10 pm	Steub. and Wellsville	*11:05 am
*2:10 pm	Steub. and Wellsville	*11:14 am
†5:35 pm	Philadelphia and N. Y.	†9:25 pm
†5:53 pm	..Baltimore and Wash..	†9:25 pm
†5:53 pm	Steubenville and Pitts.	†6:25 pm
†3:54 pm	Steub. and Wellsville.	†8:53 am
Depart.	C., L. & W.—Bridgeport	Arrive.
†7:10 am	Cleve., Tol. and Chicago	†2:15 pm
†2:00 pm	Cleve., Tol. and Chicago	†7:50 pm
†5:10 pm	....Massillon Accom...	†10:50 am
†8:01 am	..St. Clairsville Accom..	†9:28 am
†10:08 am	..St. Clairsville Accom..	†1:34 pm
†2:10 pm	..St. Clairsville Accom..	†4:57 pm
†5:40 pm	..St. Clairsville Accom..	†6:55 pm
†12:22 pm	.....Local Freight.....	†11:40 am
Depart.	W. & L. E.	Arrive.
*7:30 am	Cleve. & Chicago Ex.	*11:30 pm
†11:15 am	Toledo and Detroit Spe.	†6:20 pm
†11:15 am	..Cleve. & Canton Ex..	†6:20 pm
*5:30 pm	....Cleveland Special....	*12:40 pm
*9:10 am	Steub. & Brilliant Ac.	*2:30 am
†11:15 am	Steub. & Brilliant Ac.	*12:40 pm
*3:15 pm	Steub. & Brilliant Ac.	*2:35 pm
*5:30 pm	Steub. & Brilliant Ac.	†6:20 pm
*10:30 pm	Steub. & Brilliant Ac.	*9:25 pm
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
3:25 pm	Mixed Freight and Pas.	1:30 pm

RAILROADS.

Pennsylvania Stations.

Pennsylvania Lines.

Trains Run by Central Time
AS FOLLOWS:
*Daily. †Daily, except Sunday. ‖Sunday only.
Ticket Offices at Pennsylvania Station on Water street, foot of Eleventh street, Wheeling, and at the Pennsylvania Station, Bridgeport.

SOUTHWEST SYSTEM—"PAN HANDLE ROUTE."

From Wheeling to	Leave. a. m.	Arrive a. m.
Wellsburg and Steubenville.	† 6:25	† 6:07
		p. m.
McDonald and Pittsburgh	† 6:25	† 5:15
Indianapolis and St. Louis	† 6:25	† 5:15
Columbus and Cincinnati	† 6:25	† 5:15
Dayton	† 6:25	† 5:15
Wellsburg and Pittsburgh	†10:00	† 5:15
McDonald and Pittsburgh	†10:00	† 5:15
		a. m.
Pittsburgh and New York		*10:35
	p. m.	p. m.
Philadelphia and New York	† 1:00	† 2:25
Steubenville and Pittsburgh	† 1:00	† 2:25
Columbus and Chicago	† 1:00	† 2:25
		a. m.
Philadelphia and New York	* 2:55	*10:35
Baltimore and Washington	† 2:55	*10:35
Steubenville and Pittsburgh	* 2:55	† 3:45
McDonald and Dennison	† 2:55	† 8:45
		p. m.
Pittsburgh and New York	† 6:35	† 3:15