ELLEN OSBORN'S FASHION LETTER.

....Smart Yachting ....Costumes Seen ....at Larchmont ....and Newport.

Special Correspondence of Intelligencer.

NEWPORT, R. I., July 12.—The yachting girl is not this season the only girl in summer's garden; but perhaps she is still the most important girl.

Last year the race for the America's cup brought the yachting girl into a prominence that she is slow to resign. For several years, indeed, she has been persistently asserting her claim.

In 1886, when the English cutter Galatea came to race against the Mayflower, Mrs. Henn, wife of Lieutenant Henn, of England, made herself conspicuous because of her knowledge of the races and her interest in the contest. At that time yachtswomen in America were unknown.

Since then times have changed.

To-day there are half a dozen women flag members of the New York Yacht Club and a dozen and a half of practical yachtswomen—women who have studied navigation besides scores who know the meaning of every nautical term and understand a boat from stem to stern. Besides hundreds who, at moments, imagine themselves equally well informed.

The dress has a good deal to do with it.

Although, as in golf, the best sportswomen are far from being the best clad, yet it is hard for yachting dress to be other than smart, while its possibilities of chic and trimness—yet, and of grace—are inexhaustible.

The yachting girl's costume would astonish the woman who twenty years ago "went boating."

It is not that the latest tweeds and ducks and serges are elaborate in cut, but that upon them is expended the tailor's last ounce of knowledge of the art of precision. And, simple as they are in design, there is nothing in the whole realm of dress to exceed their wealth of elaboration and elegance in matters of detail.

It is no uncommon sight, for instance, to see smart serge coats flung open to reveal the most fragile of silk bodices fluttering in front with costly lace jabots. The skirts are hung upon lace-trimmed, pale-tinted petticoats, the coats revers are often faced with fine Irish point, and if it were not for the wearer's cap and glasses the yachting girl's whole outfit would appear hopelessly anomalous.

These last two details are thrown in, perhaps, for local color. The yachting girl's cap is sometimes pure white, but usually it is made of the same goods as the duck dress, with a visor of waterproof silk; in shape it is just a pretty femenine edition of the regulation cap worn by men.

Now and then a dainty little hat is

Boating Dress of Blue and White Linen.

seen on the deck of a private steamer, where, of course, the most elaborate of all yachting toilets are displayed. The hat is very possibly a white felt trimmed with a blue and white scarf or a Persian handkerchief, or it may be one of the smarter editions of the trimmed sailor.

An objection sometimes urged to these by the girl who ties up her curly locks in a big, soft, gay-colored kerchief is that they are not practical; but to be practical is by no means chief among the ambitions of the woman who walks the rear deck of a white steamer. Unbecoming utility she leaves to whoever goes sailing; on the steamer, to be ornamental, to be able to arrange herself well in a wicker chair and to glance now and then at the sailing boats through a pair of small, handsome glasses slung by a ribbon across the shoulder, is the whole duty of the gentle salt.

Of course there are practical costumes—the usual complement of blue flannel and serge suits, with big white collars, some trimmed with red and some with white, for cold or blowy weather, but the yachting girl can make even these aesthetically satisfactory.

An Englishwoman, whose husband's yacht is now in the harbor, wears, for example, on foggy mornings, a costume of dark blue serge decked with gilt braid. The skirt, which strikes a happy medium as to length, is tucked down each side, and between the tucks are laid gold bands.

With this skirt she dons a pilot coat, which is a loose-fitting, nautical-looking double-breasted jacket. It is of serge, of course, like the skirt, and fastens with big gilt buttons. It has strapped seams. The collar, small revers and cuffs are of blue edged with gilt, as is the cap, which matches the costume.

A distinctly smart yachting dress seen some days ago at Larchmont, was of dark green cloth. The skirt was trimmed around the bottom with wavy lines of broad gilt braid. The jacket was a fetching little mess coat of the green cloth. It was so short that it did not even come to the waist line; it did not pretend to close in front, but was left open more than a trifle and trimmed on each side with gilt buttons, which were connected by fine gold chains.

The coat was bound with gilt braid, and there was worn with it a tucked shirtwaist of green silk, and a hat which was of soft felt, light gray in color and trimmed simply with a band of green stitched leather, fastened at the the left side with a gilt anchor.

A Newport yachting costume of a different type is of white flannel, lavishly trimmed with gold braid. The insignia of the owner's yacht are embroidered on it in half a dozen places, and with it there is sometimes carried a heavy golf cape of dark blue cloth lined with white and bound with gold braid.

Another white yachting dress is of serge, trimmed like so many, with glistening gold braid. The waist is made like a sailor blouse, and is decked with gold bands, which cross the front and finish at the left side, under naval buttons. Other gold bands cross the shoulders and stripe the cuffs and the collar. The ntektie that appeared yesterday with this blouse was of gold and white, and the hat was white striped with gold. The skirt, which was about of the length of a golf skirt, was plain.

Gold and white are not confined to serge and flannel. Many of the smartest duck and pique dresses are gay with cloth of gold. A smart boating dress, for instance, has a skirt of white pique, trimmed with graduated bands of gold cloth and a circle of embroidered anchors applique in gold. The pique jacket is set off with gold braid and has blue linen revers outlined with gold. There is a plaited and frilled chemisette in white lawn.

The Panama hat is trimmed with blue ribbon, while the inevitable touch of black appears in the Amazon feather.

A yachting dress worn not long ago by Mrs. Iselin was of white French duck, the skirt finished with a deep hem, headed by hemstitching, while all the up and down seams were hemstitched and gold braided.

The bodice was a blouse affair, with rows of hemstitching. The wide sailor collar was formed of hemstitched squares, the cuffs to match. The belt, the prettily shaped front piece, the white tie, with its loose sailor knot in front—all were hemstitched. Of all recent combinations of daintiness and tailor smartness this was the most fetching.

But the most beautiful yachting costumes are those worn at yacht-board dinners, luncheons and evening parties. A pale sea-green muslin, spotted with white was the most successful toilet at one of this week's functions. It was trimmed with deep, fluffy flounces in pure white muslin, each flounce being ruched with white gauze ribbon. A similar ruching girdled the hips just below the belt, and passed down each side of the front breadth.

The yoke and stock of the bodice were of white muslin, shirred and ruched with gauze ribbon; there was a waistband with a muslin rosette and muslin flounces falling below the arms from the yoke gave the effect of a white bolero. The hat, of sea-green straw, was trimmed with white.

The muslin used in these frills was of the utmost delicacy, containing no more "dressin" than does chiffon.

ELLEN OSBORN.

Her Trick at the Wheel. Yachting Dress of White Duck.

Blouse for Rowing.

RECIPROCITY ARRANGEMENT

Between Germany and the United States Has Been Effected.

WASHINGTON, D. C., July 10.—The long expected reciprocity arrangement between the United States and Germany has been effected. Secretary Hay and the German ambassador have subscribed to the convention, and the President will issue his proclamation putting the new duties in force in the course of a few days. The arrangement is generally similar in terms to the first arrangement made with France and abates duties on still wines, argols, paintings and statuary from Germany entering the United States. It does not require the approval of the senate, being drawn under section 4, of the Dingley act.

Killed by a Negro Robber.

TALLAHASSEE, Fla., July 10.—Harmon Gray, a prosperous young farmer, near this place, was killed last night by Dan Richardson, a negro robber, whom a posse was pursuing. Gray was a member of the posse. A large number are now following Richardson, and if he is caught a lynching will probably occur.

Yellow Fever Reaches Its End.

HAVANA, July 10.—The yellow fever situation at Quemados has probably reached an end, there not having been any new cases reported in over ten days.

FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, July 11.—Money on call easy at 1½@1¾ per cent; last loan, 1¾ per cent. Prime mercantile paper, 3¾@4½ per cent. Sterling exchange steady, with actual business in bankers' bills at $4 86½ for demand and at $4 84 for sixty days. Posted rates, $4 85@4 87½; commercial bills, $4 83¼@4 83½. Silver certificates, 60⅝c. Bar silver, 61⅝c. Mexican dollars, 48¼c. Government bonds strong. State bonds easy. Railroad bonds irregular.

Bull manipulation in Union Pacific turned the market from a reactionary course, and made the tone during the latter part of the session of the stock exchange strong throughout. The later strength was not sufficient in all cases to entirely wipe out the earlier losses, but they were in all cases much reduced. There were times during the day when Union Pacific was practically the only stock which stood firm against the tide of reaction. The support of the stock was very confident, and on an enormous scale. There was no special news to explain the movement aside from the general conditions in its territory and its finances. No suggestion has been offered that the dividend rate is likely to be increased over that of 1½ per cent, declared for the last semi-annual period. The government crop report was an important influence in the stock market all day. An effort was made to ignore its significance in the early dealings on the ground that the weather bureau's weekly summary, reporting abundant rains in the west, must be accepted as modifying the conclusions of the government monthly report, as it covered a period a week later than the latter. But when trading began on the produce exchange the jump in wheat there nullified this argument. St. Paul's heavy decrease in earnings for the first week in July added to the weakness in the Granger group, and there were sharp declines in all the principal members of the group. The corn carrying roads were relatively firm, and the bears, who have sold short in the southwesterns on the cotton crop prospects, were driven to cover. With this exception and some strength in the local traction group and in Sugar and Tobacco, the market became generally heavy, but the persistent strength of Union Pacific finally encouraged a growing bull following, which manifested itself first in Rock Island, and then developed in Southern Pacific and Missouri Pacific. In spite of the continued strength in the wheat market, and the sharp advance in the price of corn, the market continued pretty steadily upward from that time until profit-taking by commission traders in the closing dealings caused the irregular tone with which the market closed. The extreme advance in Union Pacific was 3½ per cent. Rock Island is up 1¾ per cent, and Missouri Pacific and Southern Pacific a large fraction. Otherwise the net changes in the leading railroads are small and mixed. St. Paul loses a point net. The decision of international houses not to ship gold on to-morrow's steamer had some favorable effect. The low discount rates abroad leave no profit on the operation. Large receipts of gold from the Klondike are fast becoming available for the reserves of New York banks, and the shipment of $1,500,000 from Australia will shortly be added. Offerings of government bonds for exchange into the new 2's have shown an increase of late, and the payment of premiums on these offsets the demands of the sub-treasury on the banks. These conditions quiet apprehension over the future of the money market. The market for bonds continues very dull, and the changes were irregular. Total sales, par value, $1,165,000. United States 3's coupon and the 5's advanced ⅛ per cent in the bid price.

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U. S. 3s reg.	108¼	U. S. old 4s cou.	114½
U. S. 3s coupon	109⅞	U. S. 5s reg.	113⅜
		U. S. 5s coupon	113⅜

Stocks.

Atchison	26⅛	Mo. Pacific	52¼
do preferred	79⅞	Mobile & Ohio	36¼
Bal. & Ohio	74	Mo., Kan. & T.	10
Can. Pacific	88½	do preferred	22½
Can. Southern	48¾	N. J. Central	128½
Ches. & Ohio	23¾	N. Y. Central	129¾
Chicago G. W.	11	Norfolk & W.	33⅞
Chi., Bur. & Q.	125¾	do preferred	77
Chi., Ind. & L.	22½	Northern Pac.	50⅝
do preferred	51	do preferred	71¾
*Chi. & East Ill.	95	Ont. & West.	19½
Chicago & N. W.	159¾	Ore. Ry. & N.	42
Chi., R. I. & P.	108⅛	do preferred	76
C. C. C. & St. L.	59	Pennsylvania	128
Col. Southern	6⅛	Reading	17¼
do 1st pre.	41½	do 1st pre.	60⅛
do 2d pre.	16½	do 2d pre.	29
Del. & Hudson	111½	*Rio G. West	59½
Del., Lack. & W.	175	*do preferred	87
Denver & R. G.	18	St. L. & San F.	9⅛
do preferred	65¾	do 1st pre.	65½
Erie	11	do 2d pre.	32¼
do 1st pre.	33½	St. Louis, S. W.	10¼
G. North. pre.	153	do preferred	25⅞
Hocking Coal	14	St. Paul	111¼
Hocking Valley	35	do preferred	176½
Illinois Central	117¾	St. P. & Omaha	170
Iowa Central	18	Southern Pac.	33
do preferred	47	Southern Ry.	11⅛
†K. C., P. & G.	16½	do preferred	52¾
Lake Erie & W.	29	Texas & Pac.	14⅞
do preferred	93	Union Pacific	55⅝
Lake Shore	209	do preferred	74¾
Lou. & Nash.	74½	Wabash	6¾
Manhattan L.	88¾	do preferred	18¾
Met. St. Ry.	151¼	Wheel. & L. E.	8¾
Mex. Central	12¾	do 2d pre.	23½
Minn. & St. L.	64½	Wis. Central	14
do preferred	91	Third Avenue	109½

Express Companies.

Adams	116	United States	46
American	153	Wells Fargo	122

Miscellaneous.

Am. Cotton Oil	34¼	Nat. Biscuit	23½
do preferred	88	do preferred	82
Am. Malting	3	National Lead	18½
do preferred	18	do preferred	95¾
Am. S. & Ref'g	37	National Steel	34⅞
do preferred	87½	do preferred	84
Am. Spirits	1	N.Y. Air Brake	136
do preferred	17	N. American	15⅝
Am. Steel Hoop	29¼	Pacific Coast	52⅞
do preferred	68	do 1st pre.	84
Am. Steel & W.	33⅜	do 2d pre.	62
do preferred	72½	Pacific Mail	26¾
Am. Tin Plate	20½	People's Gas	99⅛
do preferred	74½	Pressed Steel C.	43¾
Am. Tobacco	93⅛	do preferred	71
do preferred	125	Pull. Pal. Car	181
Anaconda Mine	40¾	Stand. R. & T.	6⅝
Brooklyn R. T.	54	Sugar	118½
Col. F. & Iron	33⅝	do preferred	116½
Cont. Tobacco	25¼	Tenn. Coal & I.	62⅛
do preferred	78¾	U. S. Leather	8⅞
Federal Steel	23⅝	do preferred	68½
do preferred	66¼	U. S. Rubber	23¼
Gen. Electric	131	do preferred	83½
Glucose Sugar	53½	Western Union	89⅛
do preferred	99½	Republic I. & S.	12
Inter. Paper	23½	do preferred	56¼
do preferred	61½	P. C. C. & St. L.	59
Laclede Gas	79½		

*Offered. ‡Assessments paid. ‡Ex-dividend.

Total sales of stocks 374,800 shares.

New York Mining Stocks.

Cholor	15	Ontario	675
Crown Point	6	Ophir	64
Col. Cal. & Va.	110	Plymouth	10
Deadwood	40	Quicksilver	150
Gould & Curry	20	do preferred	700
Hale & N'rc'ss	25	Sierra Nevada	4
Homestake	5,000	Standard	345
Iron Silver	50	Union Consol.	15
Mexican	15	Yellow Jacket	12

Breadstuffs and Provisions.

CHICAGO — There was an excited wheat market to-day, with prices at times almost 3c over the close of Tuesday. Confirmation by the government crop report of great damage to spring wheat was the main factor of strength. September closed with an advance of 2¼@2⅜c. Reports of damage from drouth caused a bulge of 1½c in corn. Oats gained 1c and provisions 5@12½c.

Wheat started strong, September 1⅞@1⅞c higher at 81½@82c. The government crop report for July, which reduced the wheat prospect just about an even 100,000,000 bushels from the estimate of June, furnished the ammunition for the bulls. There was liberal selling on the bulge, however, on the belief that the crop in the northwest had been greatly benefited by the recent rains. Bearish harvest news from Russia also hampered the advance somewhat, and September slipped off to 81½@81⅝c. The early sellers were soon bolted off, and buyers became scarce. Then shorts rushed to cover, and there was considerable buying for the long account. Under this movement, September rose steadily to 83c. There were several soft spots on profit-taking, but the market ruled strong throughout, and September closed at 82⅝@82½c. A good cash demand and small primary receipts helped to sustain the up-turn.

Chicago received 58 cars, against 85 cars the same day last year. Minneapolis and Duluth got only 165 cars, compared with 413 cars the corresponding day a year ago. Western primary receipts were 410,000 bushels, against 771,000 bushels last year. Clearances of wheat and flour from the seaboard equalled 250,000 bushels.

Corn showed decided strength, being helped by the advance in wheat, and claims of damage by drouth. The government crop report, suggesting a possible crop of 2,200,000 bushels, encouraged considerable selling early, but aggressive buying by several bull leaders stampeded the shorts, and the market closed strong within ⅜c of the top. September opened ⅝@½c higher at 43⅝@43¾c, advanced to 44¾c, sold off steadily to 43½c, rose to 44½c and closed with sellers at 44¾c. Receipts were 439 cars. Seaboard clearances 616,000 bushels and export sales reported at 73 boat loads.

Oats rallied with the other cereals, and closed strong. There was active buying on the government report, which indicated a yield of 50,000,000 bushels less than the June report. Receipts were light, 128 cars. Shipping demand good. September opened ⅜@½c higher at 24¼@24½c, advanced to 24¾c, eased off to 24⅛c and closed with buyers at 24⅛c.

Lower prices at the yards, and unexpected heavy receipts of hogs depressed provisions early. The market rallied later, when the grain list turned so strong. Packers bought heavily. September pork opened 2½@7½c higher at $12 60@12 65, declined to $12 50, rose to $12 75 and closed at $12 70. September lard opened 2½c lower to 2½c higher at $6 55@6 60, sold off to $6 82½, advanced to $6 95@6 97½ and closed at $6 92½. September ribs opened 2½c higher to 5c lower at $6 90@6 97½, touched $6 90 and advanced to $7 05 at the close.

Estimated receipts for Thursday: Wheat, 40 cars; corn, 425 cars; oats, 220 cars; hogs, 29,000 head.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2.				
July	80⅝	81⅝	79⅞	80¾
Aug.	80¾	82	80⅛	81⅝
Sept.	81½	83	81¼	82⅝
Corn, No. 2.				
July	43¼	44	42⅞	43¾
Aug.	43¼	44⅞	43¼	44
Sept.	43⅝	44¾	43½	44⅜
Oats, No. 2.				
July	21	24	23⅝	24
Aug.	24¼	24⅝	23¾	24¼
Sept.	24¼	24¾	24⅛	24⅝
Mess Pork.				
July	12 55	12 55	12 55	12 55
Sept.	12 60	12 75	12 50	12 70
Lard.				
July	....	....	....	6 82½
Sept.	6 85	6 97½	6 85	6 92½
Oct.	6 97½	6 97½	6 95	6 97½
Short Ribs.				
July	7 02½	7 05	7 02½	7 05
Sept.	6 90	7 05	6 90	7 05

Cash quotations were as follows:

Flour steady.

Wheat—No. 2 spring 80c; No. 3 75@80c.

Corn—No. 2, 44c; No. 2 yellow 44½c.

Oats—No. 2, 24½@24¾c; No. 2 white 27c.

Rye—No. 2, 57½c.

Barley—Good feeding 38@42c; fair to good malting 41@44c.

Flaxseed—No. 1, $1 80; No. 1 northwestern $1 80.

Timothyseed—Prime $3 10@3 15.

Pork—Mess, per barrel $12 55@12 60.

Lard—Per 100 lbs $6 82½@6 85.

Short ribs—Sides (loose) $6 90@7 20.

Dry salted shoulders (boxed) 6¾@7c.

Short clear sides (boxed) $7 50@7 60.

Whisky—Basis of high wines $1 23.

Sugars—Cut loaf unchanged.

Clover—Contract grade $8 00.

Butter—Steady; creameries 15@19c; dairies 14@17c.

Cheese—Steady; creameries 9½@10¼c.

Eggs—Firm; fresh 10½c.

NEW YORK—Flour, receipts 14,860 barrels; exports 4,395 barrels; market irregular and spring patents were held 20c above buyers views; winter straights sold moderately at old prices; other grades were quiet.

Wheat, receipts 49,950 bushels; exports 7,983 bushels; sales 5,171,000 bushels futures; 240,000 bushels export; spot market quiet; No. 2 red 87½c f. o. b. afloat; options were firm, closed firm at ½c net advance; July closed at 88c; September closed at 86⅝c; October closed at 86⅝c; December closed at 87⅝c.

Corn, receipts 228,850 bushels; exports 130,014 bushels; options active and very strong; closed firm at 1@1¼c net advance; July closed at 49¾c; September 49½c.

Oats, receipts 404,700 bushels; exports 22,775 bushels; spot market firmer; No. 2, 23½c; No. 2 white 31c; options dull but firmer, with corn.

Hay quiet. Hops quiet. Hides quiet. Leather firm.

Beef steady. Cutmeats steady. Lard firm. Tallow firm. Cottonseed oil firmer. Rosin and turpentine steady. Rice steady. Molasses firm.

Coffee, futures opened steady, 5 points off on September, other months 10 to 15 points lower, closed steady, 5 to 15 points net lower. Sales 15,750 bags.

Sugar, raw firm; fair refining 4¼c; centrifugal 96 test 4¾c; molasses sugar 4c; refined firm.

BALTIMORE—Flour quiet; receipts 7,442 barrels; exports 11,460 barrels. Wheat strong; spot and the month 80½@80⅝c; receipts 107,069 bushels; exports 40,000 bushels. Corn strong; mixed spot and the month 48⅝@48½c; receipts 240,647 bushels; exports 268,414 bushels. Oats steady; No. 2 white 30½@31c. Hay quiet. Cheese firm. Butter firm. Eggs firm at 12½@13c.

CINCINNATI—Flour quiet. Wheat firm; No. 2 red 81@82c. Corn dull; No. 2 mixed 47c. Oats quiet; No. 2 mixed 26½c. Rye quiet; No. 2, 62c. Lard steady at $6 70. Bulkmeats quiet at $7 25. Bacon steady at $8 25. Whisky steady at $1 25. Butter firm and steady. Sugar firm. Cheese firm. Eggs firm at 9c.

TOLEDO—Wheat active and higher; spot 85½c; July 85½c; September 86c. Corn active and higher; No. 2 cash 45½c; September 44½c. Oats dull and higher; No. 2 cash 52c; September 25c. Rye dull and unchanged; No. 2 cash 59c. Cloverseed dull and lower; '93 prime $5 10.

Live Stock.

UNION STOCK YARDS, Wheeling, W. Va., July 11.

Following were the quotations that ruled to-day:

Cattle—Extra, 1,000 to 1,200, $4 90@5 25; good, 900 to 1,000, $4 60@4 90; good, 800 to 900, $4 25@4 50; good, 700 to 800, $3 90@4 25; common, $2 50@3 75; bulls, $2 50@3 50; cows, $2 00@3 25.

Hogs—Active; extra, $5 30@5 50; good, $5 10@5 30; common, $4 50@5 00.

Sheep—Dull; extra, 3@3¼c; good 2½@3c; common, 2@2½c.

Lambs—4@5½c; calves, 4@6c; fresh cows, $20@38 per head. Market steady.

CHICAGO—Cattle, receipts 18,500; good light steers 5@10c lower; butchers stock steady; best on sale to-day two carloads at $5 65 and 10 head at $5 75; natives good to prime steers $5 00@5 75; mixed stockers 10@20c lower at $2 60@3 75; cows steady, strong for fancy $3 00@4 75; heifers firm at $3 00@5 10; bulls about steady at $2 50@4 50; calves steady at $4 50@6 50. Hogs, receipts today 32,000; to-morrow 25,000 estimated; left over 5,000 head; 10@15c lower; top $5 42½; mixed and butchers $5 10@5 40; bulk of sales $5 25@5 35. Sheep, receipts 18,000 head; sheep and lambs slow to 10c lower except for best lambs; good to choice wethers $4 10@4 50; native lambs $4 40@6 85.

EAST LIBERTY—Cattle, steady; extra $5 60@5 80; prime $5 45@5 60; common $3 50@4 00. Hogs slow and lower; heavy Yorkers and mediums $5 70@5 75; heavy hogs $5 55@5 60; roughs $3 75@5 00. Sheep, firm; choice wethers $4 50@4 60; common $1 50@2 50; choice lambs $6 50@7 00; common to good $4 50@6 25; veal calves $6 50@7 00.

CINCINNATI—Hogs dull and lower at $4 75@5 45.

Metals.

NEW YORK—The iron markets continued weak with steel billets down to $21. Pig iron warrants were nominally quoted at $13 50 and Northern No. 1 foundry at $18, nominal at that. Tin in London advanced 10s in spot and 2 pounds 15s in futures. The local market for spot ruled strong at $32 45@32 75 while futures were neglected, even at large concessions in price. Copper was dull and unchanged despite an advance of 12s 6d in London, closing here at $17 50. Lead and spelter were dull and unchanged on the basis of $3 97½@4 02½ and $4 20@4 25 respectively. The brokers' price for lead was $3 80 and for copper $16 25.

Dry Goods.

NEW YORK—The improvement in demand already noticed has again been in evidence to-day. There are more buyers placing orders for quick deliveries, but not any indication of a free disposition to cover future needs. Brown cottons are steady. No change in bleached coarse colored goods. Print cloths, yarn goods firm. Prints dull for fancies but more doing in staples. Woolen goods division more doing for the opening of lines of next spring.

Petroleum.

OIL CITY—Credit balances $1 25; shipments 124,797 barrels; runs 119,265 barrels; average 84,743 barrels.

NEW YORK—Standard oil stock 534@540.

Wool.

NEW YORK—Wool dull.

MEDICAL.

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Repairing of all kinds of machinery promptly and quickly executed. oc26

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 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.

MOUNTAIN STATE HOTEL, Salem, W. Va. Newly furnished. Baths in connection.

THE GRANT HOUSE, Leading Hotel of the County. West Union . . . . . West Va.

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

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

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.	Arrive
Wellsburg and Steubenville.	† 6:25	a. m. † 6:07
		p. m.
McDonald and Pittsburgh	† 6:25	† 8:16
Steubenville and Columbus.	† 6:25	† 5:11
Columbus and Cincinnati	† 6:25	† 5:11
Wellsburg and Pittsburgh	†10:00	† 5:16
		a. m.
Pittsburgh and New York		*10:35
	p. m.	p. m.
Philadelphia and New York	†12:00	† 2:17
Steubenville and Pittsburgh	†12:00	† 2:17
Columbus and Chicago	†12:30	† 2:17
		a. m.
Philadelphia and New York	* 2:55	*10:35
Baltimore and Washington	† 6:00	*10:35
Steubenville and Pittsburgh	* 2:55	† 8:53
McDonald and Dennison	† 2:55	† 8:53
		p. m.
Pittsburgh and New York	† 6:30	† 8:15
		a. m.
Indianapolis and St. Louis	† 8:30	† 6:07
Dayton and Cincinnati	† 8:30	† 6:07
Steubenville and Columbus	† 8:30	† 6:07
		p. m.
Pittsburgh and East	† 8:30	† 5:13

NORTHWEST SYSTEM—CLEVELAND & PITTSBURGH DIVISION.

From Bridgeport to	Leave.	Arrive
Fort Wayne and Chicago	† 4:48	a. m. † 8:33
Canton and Toledo	† 4:48	† 8:33
		a. m.
Alliance and Cleveland	† 4:48	† 8:11
Steubenville and Pittsburgh	† 4:48	† 9:25
		p. m.
Steubenville and Wellsville	† 9:00	*12:40
Steubenville and Pittsburgh	† 9:00	†12:40
	p. m.	
Fort Wayne and Chicago	† 1:15	† 8:33
Canton and Crestline	† 1:15	†12:40
Alliance and Cleveland	† 1:15	† 8:11
Steubenville and Wellsville	† 1:15	† 5:25
Philadelphia and New York	† 1:15	† 6:25
		a. m.
Wellsville and Pittsburgh	* 3:25	*10:55
Toronto and Pittsburgh	† 1:15	† 9:25
Steubenville and Wellsville	† 6:00	† 8:11
		p. m.
Baltimore and Washington	† 1:15	† 5:25
New York and Washington	† 3:08	† 5:25
Steubenville and Pittsburgh	† 3:08	† 5:25

Parlor Car Wheeling to Pittsburgh on 2:55 p. m. and 6:30 p. m. trains. Central time. (One hour slower than Wheeling time.)

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

RAILWAY TIME CARD.

Arrival and departure of trains on and after May 27, 1900. 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.
*12:20 am	Wash., Bal., Phil., N.Y.	* 5:10 am
* 5:00 pm	Wash., Bal., Phil., N.Y.	.....
† 6:50 am	..Cumberland Accom..	† 5:50 pm
* 6:50 am	.....Grafton Accom.....	* 5:50 pm
* 5:00 pm	.....Grafton Accom.....	*10:30 am
*10:50 am	..Washington City Ex..	*10:30 pm
Depart.	B.&O.—C.O. Div., West.	Arrive.
* 7:25 am	Columbus and Chicago	* 1:10 am
*10:15 am	..Columbus and Cincin..	* 5:17 pm
*11:40 pm	Col., Cin. and St. Louis	* 5:10 am
* 4:05 pm	....Chicago Express....	* 8:40 am
‖10:15 am	..St. Clairsville Accom..	† 8:40 am
† 4:05 pm	..St. Clairsville Accom..	†5:17 pm
*10:15 am	.....Sandusky Mail.....	* 5:17 pm
Depart.	B. & O.—W., P. B. Div.	Arrive.
* 5:15 am	..... Pittsburgh	*10:13 am
7:20 am	..... Pittsburgh	* 6:35 pm
* 5:20 pm	..Pittsburgh and East..	*11:30 pm
* 3:15 pm	..Pittsburgh and East..	*10:00 am
§ 6:00 pm	..... Pittsburgh	.....
Depart.	P., C., C. & St. L. Ry. East.	Arrive.
† 7:25 am	..... Pittsburgh	† 9:55 am
‖11:00 am	..... Pittsburgh	† 6:15 pm
† 1:30 pm	Pitts., Phila. and N. Y.	† 3:17 pm
* 3:55 pm	Pitts., Phila. and N. Y.	† 9:15 pm
† 7:33 pm	Pitts., Bal., W'sh., N.Y.	*11:35 am
† 9:30 pm	Pitts., Bal., W'sh., N.Y.	*11:35 am
	West.	
† 7:25 am	..Steub. and Dennison..	† 9:55 am
† 7:25 am	..Steub., Col. and Cin..	† 7:37 pm
† 1:30 pm	..Steub., Col. and Chi..	† 3:17 pm
† 3:55 pm	..Steub. and Dennison..	† 9:15 pm
† 9:30 pm	Steub., Col., Cin., St. L.	† 3:15 pm
Depart.	Ohio River R. R.	Arrive.
* 8:00 am	Park. and Way Points	*10:50 am
‖10:00 am	Charleston and