BUSINESS AFFAIRS.

The Recent Advance in Stocks on Wall Street.

MANY BUYERS REALIZING

IN SPITE OF THE PROMISING FUTURE OF MANY LINES—PRICES HAVE ADVANCED TO SUCH HIGH FIGURES THAT A MODERATE REACTION WOULD STRENGTHEN RATHER THAN WEAKEN THE MARKET—SOME SERIOUS PROBLEMS LEFT BY THE WAR.

Special Correspondence of Intelligencer.

NEW YORK, Aug 27.—The advance in stocks has reached a point where purchases will have to be made with greater discrimination than a few weeks ago. Some stocks have had unusual advances, and buyers were justified in taking some profits, no matter how promising the future appeared. This week there has been considerable realizing by both insiders and the shrewder class of operators. Strong manipulation carried some of the specialties upward too fast for stapibility, and certain specialties may soon develope a setback; besides a halt when it come in the upward movement of the best dividend payers will naturally deprive the market of strong support. There was also a feeling that the making of peace with Spain has been about discounted; and that it is now prudent to await crop results and a further improvement in business before booming the market much more. A few operators professed fears of higher money rates. Not any of these factors, however, were of much consequence. Prices have advanced to such high figures that a moderate reaction, admitting fresh buying interests and leveling the "pyramid" accounts, would strengthen rather than weaken the market. Under present favorable conditions no violent reaction can be expected. Money rates may harden somewhat when crop and Fall trade demands assert themselves, but any decided rise in interest rates will rapidly bring gold from Europe and renewed ease in money. The most influential factor in the stock market for some time to come will be the radical change in public sentiment from doubt to confidence, which has received powerful stimulus from the war.

The new feeling of national self-confidence has exerted an unseen but none the less real effect upon individuals; our leaders have suddenly become optimists; old doubts have been cast aside, and new hopes are reviving enterprise and industry. The effect of this state of affairs is bound to assert itself very effectively on the Stock Exchange. At the moment prices may show some hesitancy in the forward movement, but this can only be temporary. Increased earning and increased dividends cannot be ignored, and in due season prices will show a still higher level, especially in the lower grade properties. Among the changes we should like our customers to particularly bear in mind is this. The opening of Congress is usually looked forward to with dread and as a time for selling stocks, but this year is likely to prove a notable exception. The old disturbing issues are dead and cannot be revived, for the more important issues resulting from the war must have first attention. It is practically certain also that a new sound currency measure will pass next winter; so that for once in our history the assembling of Congress is likely to be more of a bull than a bear argument.

The war has left on our hands some serious problems, which from this time forward must largely occupy public attention. It is difficult to define the chances with exactness until after the completion of the labors of the Peace Commission. The point, however, on which there is most certainty is that Porto Rico will become a permanent part of the dominions of the United States. The disposal to be finally made of Cuba cannot at present be foreseen; but the first step may be expected to be provisional—placing the inhabitants in a state of probation with a view of ascertaining their capacity for peaceful self-government, and this tutelage being under the auspices and protection of the United States. Should that experiment result satisfactorily, our government would doubtless be disposed to respect the terms of our Declaration of War by giving Cuba independence under a United States protectorate.

By far the most difficult question, however, is the disposition to be made of the Philippines Islands, in the respect to which nothing is definitely stipulated. Legal opinion appears to incline to the view that the recent victories of General Merritt will not change the terms specified in the Peace Protocol. However, this may be, it rests in our power to make whatever disposal of the Islands we may please; for should the Spanish Commissioners refuse to accept our demands, the peace conference would be a failure, hostilities would be resumed and our arms would accomplish what Spain had refused to grant on the pretense that we had conquered only a small part of the territory. At present the President appears to be still waiting for full evidence of the sentiment of the American people on the question of annexation. He disinclines him to appropriate the whole group of islands; but at same time he may be expected to follow the course to which the majority of public opinion points.

Private wishes and opinions apart, there seems to be no doubt, from the open symptoms of public opinion, while that many men of sober and conservative judgment are opposed to any thing beyond some small acquisitions for strategic purposes, yet a considerable majority of the people at large are entertaining a positive feeling in favor of annexing the entire archipelago. It seems quite probable, therefore, that this may be finally our demand in the Paris Conference.

The prospective events are destined to arouse a deep interest in the public mind for the next few months, holding all ordinary issues in subordination and possibly producing some important changes in party policies. It is to be hope, that the occupation of the public mind with the questions that appeal to fundamental principles of government and to our highest national ambitions, may have an elevating effect upon the spirit of national politics and lead to higher conceptions of our country's destiny and to loftier ideas of the duties and responsibilities of statesmanship.

In the introduction of these new elements into the national spirit, and life however, I see nothing that is calculated to create or distrust or to retard the currents of trade or to place any check upon the great national revival that has set in through every department of business. Indeed, the direct tendency of these new elements is to stimulate national activity and confidence. Hitherto, the nation has been in a measure restrained by a sort of self-distrust arising from the fact that its strength has been fairly measured by foreign forces. The four months of hostilities with a European power, has revealed a resource which ranks us with the most potent powers and shows that we have nothing to fear as to our ability top rotect our interests against whatever comes. This establishes a new basis of national confidence, affords a new guaranty of our national credit and adds to the value of all our forms of public securities. This view has not yet had its full effect in the financial markets; its complete result is likely to come through an increased foreign demand for our investments.

My weekly letter of April 23d contained the following, which bears reprinting at this time owing to the accurate diagnosis of the situation:

"The temper in which Wall Street has received the intervention decree of Congress and the President's ultimatum to Spain confirms the views expressed in our recent advices that the Stock Exchange had discounted the worst probabilities in the Cuban question and adjusted the values of investments in advance to the outcome that has at last happened. With its rarely erring instinct of forecast the financial community has foreseen the end from the beginning of this long and tedious excitement, and now that the war has come it has no further adjustments to make—no selling under the impulse of new fears. The men of the Exchange had made up their minds as to what amount of discount from the normal market value of securities a war with Spain called for, and the remarkable steadiness of Wall Street during the past week is evidence of a fixed confidence in their conclusions."

Since the above was written the advance in many if the active securities dealt in at the Exchange has been from 25 to 40 per cent. as shown by the following table:

	April 23, 1898.	Aug. 25, 1898.
Northwest	116⅝	136
Chi., Bur. & Quincy	89⅞	117¾
St. Paul	85	112½
Rock Island	83¼	*105⅝
New York Central	107	119
Northern Pacific pfd	59	76¾
Northern Pacific common	22¼	39⅞
Union Pacific pfd	49¾	65¾
Union Pacific common	18⅜	29¾
C., C., C. & St. L.	26½	43⅞
Tobacco	100¾	144⅝
Brooklyn Rapid Transit	36⅝	67
Chicago Gas	87⅜	106

*Ex 10 per cent extra dividend.

HENRY CLEWS.

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MR. R. C. PHELPS, the leading pension attorney of Belfast, N. Y., writes: "I was discharged from the army on account of ill health, and suffered from heart trouble ever since. I frequently had fainting and smothering spells. My form was bent as a man of 80. I constantly wore an overcoat, even in summer, for fear of taking cold. I could not attend to my business. My rest was broken by severe pains about the heart and left shoulder. Three years ago I commenced using Dr. Miles' Heart Cure, notwithstanding I had used so much patent medicine and taken drugs from doctors for years without being helped. Dr. Miles' Heart Cure restored me to health. It is truly a wonderful medicine and it affords me much pleasure to recommend this remedy to everyone."

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Dr. Miles' Heart Cure Restores Health

DR. MILES MEDICAL CO., Elkhart, Ind.

Wool.

Bradstreets: Business is slow and buyers are operating very conservatively in taking supplies. Dealers maintain prices with considerable strength, but they are unable to move much wool. Statistically the outlook is strong, but manufacturers are not impressed by the demand for woolens, and consequently will not buy wool except to meet actual requirements. The new wools have cost dealers more than the present market will warrant, and no old wools sold at present prices can be replaced except at considerable loss. The result is a hand-to-mouth business, with hope of improvement later on. Boston's sales this week include about 1,250,000 pounds territory and Texas wools on the basis of former prices. Fleeces are slow, but held steady. Australian wools are held firm, but sell slow. Other foreign wools quiet.

Bucklen's Arnica Salve.

The best salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by Logan Drug Co.

FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, August 27.—Money on call steady at 2@2½ per cent; last loan 2 per cent. Prime mercantile paper 3¾@4½ per cent. Sterling exchange steady with actual business in bankers' bills at $4 85@4 85¼ for demand and $4 82¼@4 82½ for 60 days; posted rates $4 84½ and $4 86; commercial bills $4 82¾. Silver certificates 59½@61c. Bar silver 60c. Mexican dollars 46½c.

The bears manifested considerable confidence that a reaction in the prices of stocks was due to-day, and they sold at the opening advance, and carried prices at one time materially below last night's close. They had on their side a disposition by many holders to take profits. But the demand was so considerable as to absorb all offerings at the decline, and the bears were forced to cover quite heavily, lifting prices sharply above the lowest and in many cases above last night. The drop in Sugar at the opening was an unsettling factor, and a determined drive against People's Gas finally knocked off 1½ per cent from the price of that stock.

It was evident also that there was an abundant supply of stock of the granger and of the Northern Pacific to be had on any considerable advance in prices. The opening high prices were partly manipulated for purposes of realizing, prices of Americans having been advanced in London by cabled orders from New York. A number of prominent stocks showed vigorous resistance to the declining market and were potent factors in effecting the rally. Most conspicuous of these were the Union Pacifics. The common rose 1⅜ per cent on the opening demand and sold down nearly a point on the reaction. The recovery carried it up an extreme 1¾ per cent. The preferred stock was firm above last night's figures. Denver & Rio Grande preferred showed continued strength, as did Southern Railway preferred, Erie first preferred, Norfolk & Western preferred, and the Wabash securities. The heavy decrease in surplus reserve of the banks was an unsettling influence in the late trading. The closing was somewhat irregular, some stocks showing effects of renewed buying, while others suffered from continued profit taking.

Railroad bonds were active to-day and closed rather feverish at reactions in the speculative issues. The stock market has gone through an extensive process of liquidation of profits during the week and has demonstrated such a firm basis of underlying strength as to have encouraged the re-entry into stocks of many of the influential financial interests, who had sold out to the public after having manipulated the rise to the extreme point they considered possible. But the week's event showed that other speculators were waiting to take stocks at any marked recession in pricess. It also showed that the profit taking had resulted in the actual digestion of large amounts of dividend paying stocks and bonds and the consequent reduction of the floating supply in the market. The active return in interest and dividends makes these attractive investments while money continues cheap.

To-day's bank statement shows that the amount of the increase in loans has been more than withdrawn from the deposit account. It has, in fact, been diverted to the United States treasury, and there have not been sufficient government bonds available for the banks to offer security to maintain government money on deposits. The result is a loss of cash amounting to $9,590,800, although New York banks have had net receipts in the interior currency movement during the week. The consequence is a decline in the surplus of $7,495,950, even after a reduction in reserve requirements of $1,194,850. If the demand from the interior for moving crops should rise to normal proportions, surplus reserve would have to be promptly replenished from some source. There is, however, a likelihood that interior demand will prove lighter than usual, owing to abundant interior reserves. The fall in sterling exchange makes it evident, also, that the money market would find relief in gold imports without necessitating any great contraction of credit.

United States seconds have advanced 1, the old 4s registered have declined ½, the new 4s ¼ and the 3s, when issued, ⅝ per cent in the bid price.

BONDS AND STOCK QUOTATIONS.

U. S. new 4s reg.	128	Ore. R. & Nav.	60½
do coupon	128	Pittsburgh	169
U. S. 4s	112	Reading	19
do coupon	112½	do first pre.	45
do seconds	98	Rock Island	106
U. S. 5s reg.	113	St. Paul	114
do 5s coupon	113	do pre., off'd	158
Pacific 6s of '95	102¼	St. P. & Omaha	85¼
Atchison	14⅜	do preferred	153½
do preferred	36⅝	Southern Pac.	22½
Bal. & Ohio	16	Texas & Pac.	15⅜
Can. Pacific	85	Union Pac., pre.	67⅛
Can. Southern	54¼	Wabash	8⅝
Central Pacific	18⅝	do preferred	22¼
Ches. & Ohio	24¼	Wheel'g & L. E.	1½
Chi. & Alton	159	do preferred	12
Chi., Bur. & Q.	118⅝	Adams Ex.	106
C. C. C. & St. L.	43	American Ex.	130
do preferred	86½	U. S. Express	40
Del. & Hudson	109	Wells Fargo	120
Del., Lack. & W.	151½	Am. Spirits	14⅝
Den. & Rio G.	14⅞	do preferred	40⅝
do preferred	55¾	Am. Tobacco	144⅝
Erie (new)	14¼	do preferred	132
do first pre.	38½	People's Gas	106
Fort Wayne	172	Col. F. & Iron	24
Hocking Valley	5½	do preferred	70
Illinois Central	112¼	Gen. Electric	40½
Lake Erie & W.	18½	Illinois Steel	70
do preferred	75⅜	Lead	38¼
Lake Shore	192½	do preferred	112⅞
Lou. & Nash.	59⅝	Pacific Mail	34¼
Mich. Central	108	Pullman Pal.	185
Mo. Pacific	37	Silver Cer.	59½
N. J. Central	92¼	Sugar	144½
N. Y. Central	118⅜	do preferred	114¼
Northwestern	135½	Tenn. Coal & I.	32¼
do preferred	175	U. S. Leather	7⅛
Northern Pac.	40¼	do preferred	72⅝
do preferred	77⅛	Western Union	94⅝

Breadstuffs and Provisions.

CHICAGO—A desire on the part of September shorts to cover up over Sunday caused prices to tend upward to-day in the wheat pit. September closed ⅝c higher and December gained ⅜c. Corn rose ⅛c. Oats are unchanged to ⅛c up. Pork advanced 2½c; lard 5c and ribs 7½c.

Wet weather in England and reports of failure of the wheat crop in one of the grain producing provinces of Russia were given as reasons for the Liverpool quotations of wheat showing an advance of from ⅜d for September to ⅝d for December. The advance on the other side, where a decline had been confidently looked for, was the principal reason for higher prices at the opening here. Behind the improvement at Liverpool there was the still abiding cause of anxiety to short sellers for September in the existing scarcity of the grain in commercial channels. Comparatively heavy receipts in the northwest was the qualifying condition of affairs in the start that the bears took comfort for and prevent anything like panic among them from the disturbingly small amount in store. The week's shipments of wheat and flour from both coasts was reported at 3,563,473 bushels, compared with 3,988,000 bushels the previous week. Chicago receipts for the day were 181 cars, against 190 the year before. Minneapolis and Duluth reported 632 cars, compared with 295 the similar day of the year before. The total receipts at western primary markets was 753,000 bushels, compared with 1,182,000 bushels the year before. Atlantic port clearances for the day were equal to 354,000 in wheat and flour. The domestic winter wheat receipts were again strikingly smaller than those of the preceding year. September wheat opened at 63⅞c and kept steady between that price and 63½c during the greater part of the session. December most of the time kept at 2c under September. Firmness was the prevailing feeling near the close, when prices were at their best for the day, September selling sparingly at 64@64⅛c and December at 61⅝c, but both reacted a fraction on the last few trades. September opened ⅛c higher at 63⅞c, declined to 63½c, rose to 64@64⅛c, and closed at 64c. December started ⅛@¼c up at 61⅝@61⅞c, sold off to 61½@61⅝c, firmed up to 61⅞c and left off at 61⅝c buyers.

The mood in corn was somewhat bullish on claims from Kansas of poor yields because of hot weather. Speculation was dull and traders apparently inclined to leave deals open for developments during the coming week. September opened ⅛c higher at 30c, sold up to 30@30⅛c, declined to 29⅞c and closed at 30c bid.

Trade in oats was mostly in the way of changing September contracts over into May, the latter holding at 2¼c premium. September opened unchanged to ⅛c lower at 19⅜c and advanced to 19⅝c, the closing price.

Support from houses with English connections together with denials of the yellow fever rumors from Texas steadied provisions. Packers bought September ribs and sold October. September pork opened 2½c lower at $8 80 and sold up to $8 85, the closing price. September lard began 2½c higher at $5 10, declined to $5 07½, then rallied to $5 12½ at the close. September ribs started unchanged at $5 17, improved to $5 25 and closed at $5 22@5 25.

Estimated receipts for Monday:

Wheat, 200 cars; corn, 750 cars; oats, 475 cars; hogs, 30,000 head.

Cash quotations were as follows:

Flour—Steadier; special brand $4 75; hard patents $3 75@4 00; September patents $3 70@3 80; hard straights $3 30@3 40; September straights $3 10@3 20.

Wheat—No. 2 spring 62@65c; No. 3 spring wheat 61@63c; No. 2 red 69c.

Corn—No. 2, 30¼@30½c; No. 2 yellow 30⅜@31c.

Oats—No. 2, 20⅜c; No. 2 white 23@24½c; No. 3 white 21@24c.

Rye—No. 2, 44c.

Barley—No. 2, 44c.

Flaxseed—No. 1, 88½c; N. W. 91½c.

Timothyseed—Prime $2 52½.

Mess Pork—Per barrel $8 85@8 90.

Lard—Per 100 lbs., $5 10@5 12½.

Short Ribs—Sides (loose) $5 10@5 25.

Dry salted shoulders (boxed) 4½@4⅝c.

Short clear sides (boxed) $5 50@5 60.

On the produce exchange to-day, the butter market was firm; creameries 13@17c; dairies 12@17c.

Eggs—Firm; fresh 12c.

Cheese unchanged.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2				
Aug.	67⅝	....	....	67⅝
Sept.	63⅞	64⅛	63½	64
Dec.	61⅝	61⅞	61½	61⅝
May	63⅝	63¾	63½	63⅝
Corn, No. 2				
Aug.	30	30⅛	29⅞	30
Sept.	30	30⅛	29⅞	30
Dec.	30	30⅛	30	30⅛
May	32⅜	32½	32¼	32⅜
Oats, No. 2				
Sept.	19⅜	19⅝	19⅜	19⅝
May	22⅛	22⅛	22	22
Mess Pork				
Sept.	8 80	8 85	8 80	8 85
Oct.	8 82½	8 85	8 82½	8 85
Dec.	8 87½	8 92½	8 87½	8 92½
Lard.				
Sept.	5 10	5 12½	5 07½	5 12½
Oct.	5 12½	5 17½	5 12½	5 17½
Dec.	5 17½	5 22½	5 17½	5 22½
Short Ribs.				
Sept.	5 17½	5 25	5 17½	5 25
Oct.	5 17½	5 25	5 17½	5 25

NEW YORK—Flour dull and 5@10c lower to sell. Cornmeal steady; yellow western 75c. Barley, malt dull; western 55@60c. Wheat, spot market steady; No. 2 red 73¼c f .b. o. afloat to arrive on spot. Options opened strong and higher on unexpected advances in cables accompanied by foreign buying. There was unloading and a slow reaction, the close being easy at ⅛@¼c net advance; No. 2 red, May, 67¼c; August 73⅛@73½c closed at 73⅛c; September 68⅝@68⅞c; closed 68⅝c.

Corn, spot steady; No. 2 f. o. b. afloat; options opened firm, with wheat and in absence of selling pressure ruled steady all the morning; closed unchanged. September 34½c.

Oats, No. 2 27c; No. 2 white new 30c; options neglected but fairly steady, closing unchanged; September closed 24⅜c.

Hops steady; state common to choice, 1895 crop, 2@3c; 1896 crop, 5@6c; 1897 crop, 11@12c. Pacific coast, 1895 crop, 2@3c; 1896 crop, 5@6c; 1897 crop, 11@12c.

Cheese dull; large white, 7⅛@7¼c; small white 7⅜@8c; large colored 7⅝@7½c; small colored 8c. Cottonseed oil dull; prime crude nominal; prime crude f. o. b. mills nominal; prime yellow summer, 23c; off summer yellow 22½. Butter grades entirely nominal; prime winter yellow 27@28c. Tallow quiet; city 3⅜c; country 3½c. Rice steady; fair to extra 5¼@6¼c; Japan 5⅞@6½c. Molasses steady; New Orleans open kettle good to choice 28@33c.

Coffee—Options opened steady with prices 5 points lower, later in sympathy with decline in Europe and Brazilian markets; reacted on local buying, liberal warehouse deliveries, comparatively small receipts and good consumptive demand. Trading very active with switching of September option to more remote deliveries principal feature; closed steady, unchanged to 10 points lower; sales 34,500 bags, including September, $5 60@5 65; spot coffee, rio steady; No. 7 invoice 6⅜c; No. 7 jobbing 6⅞c; mild steady; Cordova 8@15c; sales moderate jobbing trade.

Sugars—Raw strong, fair refining, 3 13-16c; centrifugal 96 test, 4¼c; molasses 3 9-16c; refined strong; mould A, 5⅝c; standard A 5¼c; confectioners A 5¼c; cut loaf 5⅞c; crushed 5⅞c; powdered 5½c; granulated 5⅜c; cubes 5⅝c.

BALTIMORE—Flour dull, unchanged; receipts 12,391 barrels; exports 2,656 barrels. Wheat steady; spot and month 70½. Corn dull; spot 34@34¼c; steamer No. 2 red 64½@64⅝c; receipts 77,404 barrels; exports none; Southern wheat by sample 61@71c; do. on grade 65½@70¼c. Corn dull; spot 34@34¼c; month 34@34¼c; September 33⅞@34⅛; steamer mixed 33@33¼c; receipts 118,655 bushels; exports none; Southern white and yellow corn 34½@35c. Oats dull; No. 2 wite Western 27¼@28c; No. 2 mixed do 25½c; receipts 17,553 bushels; exports 20,250 bushels.

Butter steady, unchanged. Eggs firm, unchanged. Cheese steady, unchanged.

CINCINNATI—Wheat quiet; No. 2 red 66@67c. Corn dull; No. 2 mixed 30c. Oats easy; No. 2 mixed 21¾c. Rye steady; No. 2, 46c. Lard firm at $4 97½. Bulkmeats quiet at $5 50. Bacon steady at $6 55. Whiskey firm at $1 25. Butter dull. Sugar steady. Eggs firm at 11c. Cheese firm.

Live Stock.

CHICAGO—The few offerings of cattle that came on the market to-day, were in poor demand, and prices ruled 10@15c lower than a week ago. Choice steers, $5 20@5 60; medium $4 65@4 85; beef steers $4 15@4 60; bulls $2 45@4 20; cows and heifers $3 00@4 45; calves $4 00@7 25; western rangers $3 00@4 75; western fed steers $4 10@5 25; Texans $3 50@5 10.

Light supply of hogs and a vigorous demand for choice offerings forced a further rise of 5c. Coarse heavy lots sold badly; fair to choice $3 90@4 10; packers $3 55@3 87½; butchers $3 65@4 10; mixed $3 65@4 10; light $3 70@4 20; pigs $3 00@4 00. The run of sheep was largely consigned to the slaughtering concerns and prices remained unchanged; poor to choice natives $2 75@4 75; western rangers $3 00@4 45; lambs were salable at $3 75@6 00.

Receipts—Cattle 800 head; hogs 17,000 head; sheep 2,000 head.

EAST LIBERTY—Cattle steady; extra $5 30@5 50; prime $5 25@5 35; common $3 80@4 15. Hogs fairly active; prime mediums $4 25@4 30; good Yorkers $4 20@4 25; heavy hogs $4 10@4 15; common to fair Yorkers $4 10@4 15; grassers and stubblers $3 85@4 00; pigs as to quality $3 70@4 00; roughs $2 50@3 60; skips and common pigs $3 00@3 50. Sheep steady; choice $4 50@4 60; common $3 25@3 75; choice spring lambs $5 50@5 80; common to good $4 00@5 50; veal calves $7 00@7 50.

CINCINNATI—Hogs steady at $3 20@4 05. Cattle steady at $2 80@4 90. Sheep steady at $2 25@4 25. Lambs steady at $3 75@5 85.

Dry Goods.

NEW YORK—The was the usual quietness to the Saturday half holiday dry goods market. Bleached cotton goods show no change of any moment. White sheetings quiet; cotton flannels and blankets firm, with some lines of the latter moving against buyers. Print cloths showed a firm tone with extras quoted at 2c. The market for dress goods is rather irregular.

The Bank Statement.

NEW YORK—The weekly bank statement shows the following changes: Surplus reserve, decrease, $7,495,950; loans, increase, $5,348,400; specie, decrease, $8,604,500; legal tenders, decrease, $86,200; deposits, decrease, $4,779,400; circulation, decrease, $78,700. The banks now hold $21,343,300 in excess of the requirements of the 25 per cent rule.

Petroleum.

OIL CITY—Credit balances $1; certificates, closed, cash oil offered at 99½c; sales 5 barrels cash at 99½c; shipments 98,529 barrels; runs not reported.

Metals.

NEW YORK—Pig iron dull; Southern $9 75@11 00; Northern, $10 00@11 50. Copper steady, brokers, $12 00. Lead steady, brokers, $3 00. Tin plates dull.

Wool.

NEW YORK—Wool steady; fleece, 17@23c; Texans 13@15c.

FINANCIAL.

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J. A. JEFFERSON, Ass't Cashier.

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Interest paid on special deposits.
Issues drafts on England, Ireland and Scotland. JOSEPH SEYBOLD, Cashier.
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JOHN FREW .... Vice President
L. E. SANDS .... Cashier
WM. B. IRVINE .... Ass't. Cashier

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ja18 J. A. MILLER, Cashier.

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They overcome Weakness, irregularity and omissions, increase vigor and banish "pains of menstruation." They are "Life Savers" to girls at womanhood, aiding development of organs and body. No known remedy for women equals them. Cannot do harm—life becomes a pleasure. $1 per box by mail. Sold by druggists. MOTT CHEMICAL CO., Cleveland, O.

For sale by C. H. GRIEST & CO., 1139 Market street. d&w

MADE ME A MAN

AJAX TABLETS POSITIVELY CURE ALL Nervous Diseases—Failing Memory, Impotency, Sleeplessness, etc., caused by Abuse or other Excesses and Indiscretions. They quickly and surely restore Lost Vitality in old or young, and fit a man for study, business or marriage. Prevent Insanity and Consumption if taken in time. Their use shows immediate improvement and effects a CURE where all other fail. Insist upon having the genuine Ajax Tablets. They have cured thousands and will cure you. We give a positive written guarantee to effect a cure 50 CTS. in each case or refund the money. Price 50 CTS. per package; or six pkges (full treatment) for $2.50. By mail, in plain wrapper, upon receipt of price. Circular free. AJAX REMEDY CO., 79 Dearborn St., Chicago, Ill.

For sale in Wheeling, W. Va., by Logan Drug Co. fe23-tths

PERSONAL.

LADIES! Chichester's English Pennyroyal Pills (Diamond Brand) are the Best. Safe, Reliable. Take no other. Send 4c., stamps, for particulars, "Relief for Ladies," in letter by Return Mail. At Druggists. Chichester Chemical Co., Philada., Pa.

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:

Stemer QUEEN CITY—Robert R. Agnew, Master; James Gardner, Purser. Every Thursday at 8 a. m.

Steamer KEYSTONE STATE—Charles W. Knox, Master; Daniel Lacey, Purser. Every Sunday at 8 a. m.

Steamer VIRGINIA—T. J. Calhoon, Master; R. H. Kerr, Purser. Every Tuesday at 8 a. m.

For Freight or Passage Telephone 930.
CROCKARD & BOOTH, Agents.
fe14

Wheeling, Sistersville & Matamoras Trade.

Steamer Eloise

Leaves Wheeling every Tuesday, Thursday and Saturday at 11 o'clock a. m. Leaves Matamoras every Monday, Wednesday and Friday at 8 o'clock a. m.
S. BRADY MORGAN, Master.
jy26

RAILROADS.

FAST · TIME

• OVER •

PENNSYLVANIA SHORT LINES

"PAN HANDLE ROUTE."

LEAVE WHEELING 9:45 A. M., CITY TIME, DAILY EXCEPT SUNDAY.

Arrive COLUMBUS .... 2:10 p. m.
Arrive CINCINNATI .... 5:45 p. m.
Arrive INDIANAPOLIS .... 10:00 p. m.
Arrive ST. LOUIS .... 7:00 a. m.

PENNSYLVANIA STANDARD COACHES.
PENNSYLVANIA DINING CAR.
PULLMAN CARS FROM WHEELING JUNCTION THROUGH WITHOUT CHANGE.

OTHER TRAINS LEAVE WHEELING.

For Steubenville and Pittsburgh 7:25 a. m. week days; for Pittsburgh and the East and for Columbus and Chicago at 1:25 p. m. week days; for Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia and New York at 3:55 p. m. daily; for Steubenville and Dennison at 3:55 p. m. daily; for Pittsburgh at 7:00 p. m. week days; for Columbus, Dayton, Cincinnati, Indianapolis and St. Louis at 9:30 p. m. week days. City time.

Parlor Car to Pittsburgh on 3:55 p. m. and 7 p. m. Trains.

Persons contemplating a trip will find it profitable in pleasure and convenience to communicate with the undersigned, who will make all necessary arrangements for a delightful journey. Tickets will be provided and baggage checked through to destination.

JOHN G. TOMLINSON,
Passenger and Ticket Agent, Wheeling, W. Va. oc3

WHEELING & ELM GROVE RAILROAD.

On and after Saturday, February 2, 1895, trains will run as follows, city time:

Leave Wheeling. Tr'n No.	T'me a. m.	Tr'n No.	T'me p. m.	Leave Elm Grove. Tr'n No.	T'me a. m.	Tr'n No.	T'me p. m.
2....	†6:00	20....	3:00	1....	†6:00	19....	3:00
4....	7:00	22....	4:00	3....	7:00	21....	4:00
6....	8:00	24....	5:00	5....	8:00	23....	5:00
8....	9:00	26....	6:00	7....	†9:00	25....	6:00
10....	10:00	28....	7:00	9....	10:00	27....	7:00
12....	11:00	30....	8:00	11....	11:00	29....	8:00
	p. m.	32....	9:00		p. m.	31....	9:00
14....	†12:00	34....	10:00	12....	12:00	33....	10:00
16....	1:00	36....	11:00	15....	1:00	35....	11:00
18....	2:00			17....	2:00		

†Daily, except Sunday.

Sunday church trains will leave Elm Grove at 9:42 a. m. and Wheeling at 12:17 p. m.

H. E. WEISGERBER, General Manager.

THE MONONGAH ROUTE IS THE Short Line between Fairmont and Clarksburg. Quick Time—Fast Trains—Sure Connections. When traveling to or from Clarksburg or West Virginia & Pittsburgh railroad points, see that your tickets read via the Monongahela River Railroad. Close connections at Fairmont with B. & O. trains and at Clarksburg with B. & O. and W., V. P. trains. Tickets via this route on sale at all B. & O. and W., V. & P. R. R. stations.

HUGH G. BOWLES, Gen'l. Supt.

THE INTELLIGENCER PRINTING Establishment—Neat, accurate, prompt.

RAILWAY TIME CARD.

Arrival and departure of trains on and after May 15, 1898. Explanation of Reference Marks: *Daily. †Daily, except Sunday. ‡Daily, except Saturday. ¶Daily, except Monday. §Sundays only. "Saturdays only. Eastern Standard Time.

Depart.	B.&O.—Main Line East.	Arrive.
*12:25 am	Wash., Bal., Phil., N.Y.	*8:20 am
*4:45 pm	Wash., Bal., Phil., N.Y.	....
†7:00 am	...Cumberland Accom...	†4:00 pm
*4:45 pm	......Grafton Accom.....	*10:10 am
*10:55 am	..Washington City Ex..	*11:00 pm
Depart.	**B.&O.—C.O. Div., West**	**Arrive.**
*7:35 am	For Columbus and Chi.	*1:15 am
*10:25 am	..Columbus and Cincin..	*5:15 pm
*11:40 pm	..Columbus and Cincin..	*5:20 am
*3:25 pm	Columbus and Chi. Ex.	*11:50 am
†10:25 am	..St. Clairsville Accom..	†11:50 am
†3:25 pm	..St. Clairsville Accom..	†5:15 pm
*10:25 am	.....Sandusky Mail.....	*5:15 pm
Depart.	**B. & O.—W., P. B. Div.**	**Arrive.**
*5:25 am	.....For Pittsburgh.....	*10:20 am
*7:15 am	.... Pittsburgh	*6:20 pm
*5:20 pm	..Pittsburgh and East..	*11:30 pm
†1:15 pm	.... Pittsburgh	†10:00 am
Depart.	**P., C., C. & St. L. Ry.**	**Arrive**
†7:25 am	.... Pittsburgh	†9:15 pm
†9:45 am	Steubenville and West	†6:15 pm
†9:45 am	..Steubenville Accom...	†6:15 pm
†1:25 pm	..Pittsburgh and N. Y..	†3:25 pm
*3:55 pm	..Pittsburgh and N. Y..	*11:30 am
†7:00 pm	...Pittsburgh Accom...	†9:30 am
	WEST.	
†9:45 am	Ex., Cin. and St. Louis	†7:12 am
†9:30 pm	Ex., Cin. and St. Louis	†6:15 pm
†1:25 pm	..Ex., Steub. and Chi..	†3:25 pm
*3:55 pm	...Pitts. and Dennison...	*11:30 am
Depart.	**C. & P.—Bridgeport.**	**Arrive.**
†5:53 am	.Fort Wayne and Chi..	†9:35 pm
†5:53 am	...Canton and Toledo...	†9:35 pm
†5:53 am	Alliance and Cleveland	†9:35 pm
†5:53 am	Steubenville and Pitts.	†9:35 pm
†10:09 am	Steubenville and Pitts.	†11:06 am
†2:10 pm	..Fort Wayne and Chi..	†6:10 pm
†2:10 pm	...Canton and Toledo...	†6:10 pm
†2:10 pm	Alliance and Cleveland	†1:35 pm
†3:58 pm	Steub'e and Wellsville.	†8:58 am
†5:54 pm	Philadelphia and N. Y.	†6:10 pm
†5:54 pm	..Baltimore and Wash...	†6:10 pm
†5:54 pm	.Steub'e and Wellsville.	†6:10 pm
Depart.	**W. & L. E.**	**Arrive.**
*6:30 am	Cleve. and Chi. Flyer	*10:15 pm
†11:00 am	Toledo and Detroit Spl.	†4:20 pm
†4:40 pm	Cleve. and M'sillon Ex.	†4:20 pm
†11:00 am	Steub. and Brilliant Ac.	†11:30 am
†4:40 pm	Steub. and Brilliant Ac.	†4:20 pm
Depart.	**C., L. & W.—Bridgep't.**	**Arrive.**
†7:05 am	Cleve., Toledo and Chi.	†2:30 pm
†2:25 pm	Cleve., Toledo and Chi.	†9:10 pm
†6:00 pm	....Massillon Accom....	†11:00 am
†8:01 am	..St. Clairsville Accom..	†9:28 am
†10:08 am	..St. Clairsville Accom..	†1:44 pm
†2:25 pm	..St. Clairsville Accom..	†4:28 pm
†5:30 pm	..St. Clairsville Accom..	†6:48 pm
†1:40 pm	......Local Freight......	†11:50 am
Depart.	**Ohio River R. R.**	**Arrive.**
*6:30 am	Park. and Way Points	*10:50 am
†7:40 am	Charleston and Cincin.	*3:45 pm
*11:45 am	Cincin. and Lexington	6:50 pm
*4:15 pm	Park. and Way Points.	†11:45 am
Depart. Bellaire.	**B., Z. & C. R. R.**	**Arrive. Bellaire.**
10:10 am	Mail, Express and Pass.	3:30 pm
5:00 pm	Express and Passenger	9:40 am
2:30 pm	Mixed Freight and Pas.	1:30 pm

RAILROADS.

BALTIMORE & OHIO

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

MAIN LINE EAST.

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

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

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

ARRIVE.

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

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

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

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

TRANS-OHIO DIVISION.

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

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

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

ARRIVE.

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

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

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

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

WHEELING & PITTSBURGH DIV.

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

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

ARRIVE.

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

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

—Baltimore.—

OHIO RIVER RAILROAD CO.

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

*Daily. †Daily Except Sunday.

South Bound.	*7	†1	*3	*5
Via P.,C.,C.&St.L.R. Pittsburgh, Pa...Lv		Cin. Fast Line	a. m. 9:10	p. m. 12:45
Wheeling ....Ar			11:35	3:25
Leave.	a. m.	a. m.	a. m.	p. m.
Wheeling	6:30	7:40	11:45	4:15
Moundsville	6:57	8:03	12:17	4:47
New Martinsville	7:51	8:44	1:13	5:53
Sistersville	8:12	9:02	1:53	6:15
Williamstown	9:33	9:55	3:00	7:53
Parkersburg	10:00	10:15	3:25	8:20
Ravenswood		11:10	4:30	
Mason City		12:00	5:30	
		p. m.		
Point Pleasant		12:28	6:21	
Via K. & M. Ry. Point Pleasant...Lv		†2:05	†7:10	
Charleston ....Ar		5:07	9:25	
Gallipolis ....Ar		12:38	6:33	
Huntington		1:35	7:43	
Via C. & O. Ry.			a. m.	
Lv. Huntington		†2:35	*2:30	
Ar. Charleston		4:27	3:45	
		p. m.	p. m.	
Kenova ....Ar		1:50		
Via C. & O. Ry. Lv. Kenova		*1:55		
Cincinnati, O......Ar		5:15		
Lexington, Ky....Ar		5:20		
Louisville, Ky.....Ar		8:15		

JOHN J. ARCHER, G. P. A.

THE

Cleveland, Lorain & Wheeling

RAILWAY COMPANY.

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

ARRIVE.

Lorain Branch.	11 a. m.	13 p. m.	15 p. m.	9 a. m.
Lorain	6:27	2:20	4:25	9:50
Elyria	6:44	2:39	4:40	10:06
Grafton	7:04	2:55	4:56	10:21
Lester	7:23	3:12	5:15	10:40
Main Line.	**1 a. m.**	**3 p. m.**	**5 p. m.**	**7 a. m.**
Cleveland	7:20	2:25	5:30	
Brooklyn	7:36	2:41	5:47	
Lester	8:22	3:26	6:42	
Medina	8:30	3:35	6:52	
Chippewa Lake	8:41	3:46	7:05	
Seville	8:50	3:55	7:14	
Sterling	8:56	4:01	7:20	
Warwick	9:18	4:22	7:42	
Canal Fulton	9:24	4:29	7:49	
Massillon	9:45	4:46	8:09	6:30
Justus	10:02	5:02	8:25	6:46
Canal Dover	10:34	5:31	8:55	7:16
New Philadelphia	10:41	5:38	9:02	7:23
Uhrichsville	11:25	6:05	9:20	7:44
Bridgeport	1:30	8:10		10:00
Bellaire		8:25		

DEPART.

Main Line.	2 a. m.	4 a. m.	6 p. m.	8 p. m.
Bellaire		5:50		
Bridgeport		6:05	1:40	5:00
Uhrichsville	4:45	8:10	3:45	7:13
New Philadelphia	5:04	8:28	4:03	7:28
Canal Dover	5:11	8:36	4:10	7:35
Justus	5:41	9:08	4:39	8:03
Massillon	6:00	9:23	4:54	8:18
Canal Fulton	6:18	9:40	5:11	
Warwick	6:25	9:49	5:18	
Sterling	6:48	10:12	5:40	
Seville	6:55	10:18	5:46	
Chippewa Lake	7:04	10:26	5:55	
Medina	7:16	10:37	6:07	
Lester	7:29	10:49	6:19	
Brooklyn	8:14	11:24	7:01	
Cleveland	8:30	11:50	7:15	
Lorain Branch.	**12 a. m.**	**14 a. m.**	**16 p. m.**	**10 p. m.**
Lester	8:25	10:50	6:40	3:38
Grafton	8:43	11:07	6:58	3:43
Elyria	9:00	11:21	7:16	3:57
Lorain	9:15	11:35	7:30	4:10

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

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

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

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