

OREGON'S SECRET

Suffered 20 Years.



Mrs. MARY LEWIS, wife of a prominent farmer, and well known by all old residents near Belmont, N. Y., writes: "For twenty-seven years I had been a constant sufferer from nervous prostration, and paid large sums of money for doctors and advertised remedies without benefit. Three years ago my condition was alarming; the least noise would startle and unnerve me. I was unable to sleep, had a number of sinking spells and slowly grew worse. I began using Dr. Miles' Restorative Nervine and Nervous Liver Pills. At first the medicine seemed to have no effect, but after taking a few bottles I began to notice a change; I rested better at night, my appetite began to improve and I rapidly grew better, until now I am as nearly restored to health as one of my age may expect. God bless Dr. Miles' Nervine."



DR. MILES MEDICAL CO., Elkhart, Ind.

dollars, and the havoc caused by the Alabama, which took sixty-five vessels and property valued at \$5,000,000. There were other cruisers—the Shenandoah, the Sumter, the Nashville, the Retribution, the Tallahassee, the Chickamauga—all of which did much damage to our merchant marine. All of these cruisers were more or less assisted and protected by England, and the consequence was that the claim for damages against that country were bunched under the title of the Alabama claims, and, as everybody knows, England settled the bill by paying \$15,000,000.

During the war there were 1,129 prizes brought in by our navy. Two hundred and ten of these vessels were fast steamers, nearly all carrying valuable cargoes. There were also 355 vessels burned, sunk or driven ashore, or otherwise destroyed. The value of all the prize vessels and their cargoes was \$30,000,000. They were condemned in amounts aggregating \$23,000,000. The Santiago de Cuba, a side wheel steamer, was the great prize taker. Unassisted by any other vessel, she captured thirteen prizes, aggregating in value \$1,404,847, one-half of which was awarded to her. No other vessel anywhere else approached this record.

The largest single share of prize money fell to the lot of Lieutenant Budd, a volunteer officer in command of the steamer Magnolia. While on his way from New York to join Farragut's squadron in the Gulf of Mexico he scooped in the steamer Memphis, outward bound from one of the southern ports. Indeed, the Memphis had been sighted by another American war vessel, whose commander failed to take her in. Had he been aware of the fact that she was the richest prize of the war, he no doubt would have lost no time in overhauling her. The expense of adjudication amounted to \$32,881, leaving a net result of \$519,914.

The Magnolia also captured, without assistance from the steamer Matagorda, the net proceeds from which amounted to \$263,568. The net total of the two prizes was \$783,482. The law of prizes provides that when the prize vessel is of superior or equal force to the vessel making the capture, the entire proceeds shall be given to the captors, but if the captured vessel be of inferior force, then the captors shall receive one-half, the government taking the other half.

Under the law the Magnolia was awarded one-half the prize money, amounting to \$324,241, which was ready for distribution in November, 1863. Lieutenant Budd's share from the Memphis was \$28,318, and from the Matagorda \$26,517, making a total of \$481,076.

The best salve in the world for Cuts, Bruises, Sores, Itchings, Salt Rheum, Piles, Sore Throat, Chapped Hands, Chills, 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. NEW YORK, Sept. 1.—Money on call firm at 2 1/2 per cent; last loan at 2 per cent. Prime mercantile paper 3 1/2 per cent. Sterling exchange weak, with actual business in bankers' bills at 84 1/2 @ 84 3/4 for demand and at 84 3/4 @ 84 1/2 for 60 days; posted rates 84 3/4 @ 84 1/2 and 84 1/2 @ 84; commercial bills \$4 1/2. Silver certificates 69 1/2 @ 69; bar silver 69c; Mexican dollars 46 1/2.

The day's stock market was dull to the verge of stagnation, for practically all of the standard stocks. There was no severe pressure of liquidation but neither was there any demand to buy. Evidently the elaborate manipulation of the bull clique, which, in view of the favorable conditions was expected to invite a prolonged outside buying movement, which would carry prices from one higher stage to another has come to naught for the time being. The professions have realized, but the new holders are vulnerable to the machinations of the bear clique and are loath to hold their stocks in a declining market. There is a constant dribble of realizing offerings and a sagging of prices. The market was redeemed from absolute dullness to-day by movements in special stocks. Sugar and Manhattan were marked up by the bears. People's Gas reacted on the failure of the agreement amongst inside interests expected to result from yesterday's conference. There was large absorption of both Northern Pacific preferred and Union Pacific preferred. Union Pacific's favorable statement for July giving the movement a fresh impetus. The common stocks both suffered from liquidation. The projects of the great new Federal Steel Company were reflected in the activity of various stocks affected. General Electric, Consolidated Ice, New York Air Brake and Baltimore & Ohio, the Cleveland, Wheeling Lorain stocks; Buffalo, Rochester & Pittsburgh stocks showed marked advances. So far as the outlook in the money market is concerned there is prospect of easier conditions. There was no more gold imported to-day, but sterling exchange was weak and London

money rates are still below the New York level, though they hardened further to-day. The announced intention of the treasury department to anticipate the October interest payments on the 4 per cent bonds will release over \$5,000,000 to the market. It is expected also that the distribution of the new government 3s will be much more rapid from this time on and will be completed by September 15. This will serve to liquidate a large amount of loans made by New York banks for financing subscriptions to these bonds and will also make the bonds available as security for deposits of government money in national banks and for purposes of circulation. At the same time the action of the treasury in anticipating interest payment is an indication of the rather pressing needs of the money market. Such a measure has not been resorted to since the period of Secretary Windom's administration when the old tariff law was yielding a surplus revenue.

The bond market shared in the dullness of stocks and prices yielded before the end of the day. Total sales \$2,000,000. Quotations for government bonds were unchanged. The new 3s are 1/2 per cent lower on actual transactions. The total sales of stocks to-day were \$38,300 shares.

BONDS AND STOCK QUOTATIONS.

Table with columns for Bond/Stock Name, Price, and Change. Includes items like U. S. new 3s reg. 104 1/2, Ore. R. & Nav., 57 1/2, etc.

Breakfasts and Provisions.

CINCINNATI—Bad crop reports from Nebraska strengthened corn to-day. That aroused the sympathies of traders in wheat and was the principal reason for its advance of 1/2 cent. At the close September corn showed an advance of 1/2 cent. Oats are unchanged to 1/2 cent higher. Pork advanced 1/2 cent, lard 1/2 cent and ribs 5/8 cent.

A rather urgent demand from shorts just at the opening, owing to continued hot weather and lighter receipts than expected, advanced the price of corn 1/2 cent over the close yesterday on the local market. The condition of the crop in Nebraska, however, appeared to be a chief consideration with traders. Kansas corn was in as bad or worse condition than that in Nebraska, but the trade here had already accepted the damage reports from Kansas and did some buying because of them during the last short bull campaign. It needed another big corn state to be heard from discouragingly as to its crop prospects to thoroughly stir up the bulls. Nebraska's grain disappointment was a chief consideration with traders. Kansas corn was in as bad or worse condition than that in Nebraska, but the trade here had already accepted the damage reports from Kansas and did some buying because of them during the last short bull campaign. It needed another big corn state to be heard from discouragingly as to its crop prospects to thoroughly stir up the bulls.

NEW YORK—Wool dull.

THE United States is fast becoming the great grape-growing country of the world. Cock's Imperial Champagne is the best.

Home-Senders Excursions.

On the first and third Tuesdays in July, August, September and October, 1898, the Chicago, Milwaukee & St. Paul Railway will sell round trip excursion tickets (good twenty-one days) from Chicago, Milwaukee and other points on its line, to a great many points in South and North Dakota and other western and southwestern states at about one fare. Take a trip west and see the wonder of crops and what an amount of good land can be purchased for a little money. Further information as to rates, routes, prices of farm lands, etc., may be obtained on application to any coupon ticket agent or by addressing the following named persons: W. E. Powell, general immigration agent, 410 Old Colony Building, Chicago; H. F. Hunter, immigration agent for South Dakota, 291 Dearborn Street, Chicago; or George H. Heafford, general passenger agent, Chicago, Illinois.

E. & O. Sunday Excursions on Fourth Division.

Commencing Sunday, May 29, and every Sunday thereafter, until September 25, inclusive, the Baltimore & Ohio will sell excursion tickets to and from all stations between Wheeling and Grafton, good returning date of sale, at one fare for the round trip, with tents added.

MACHINERY.

REDMAN & CO.

GENERAL MACHINISTS

AND MANUFACTURERS OF MARINE

AND STATIONARY ENGINES.

Wholesale and Retail. Wheeling, W. Va.

Short Ribs—Slices (boxed) 15 1/2 @ 15 3/4. Short clear sides (boxed) 13 1/2 @ 14. On the produce exchange to-day, the butter market was steady; creameries 13 1/2 @ 14; fresh 12 1/2 @ 13. Eggs—Firm; dried 12 1/2 @ 13. The leading futures ranged as follows:

Table with columns: Articles, Open, High, Low, Close. Includes Wheat, No. 2, Sept., Dec., etc.

NEW YORK—Flour, receipts 23,858 barrels; exports 21,827 barrels; market quiet and unchanged; spring patents, being irregular and low grade winters easy.

Wheat, receipts 175,750 bushels; exports 182,200 bushels; spot market easy; No. 2 red 72 1/2 c. o. b. afloat to arrive 72 1/2 c; options opened stronger; closed 1/2 cent advance; sales include No. 2 red September, closed at 65 1/2 c; December closed at 65 1/2 c.

Corn, receipts 145,700 bushels; exports 86,250 bushels; spot market firm; No. 2 white 72 1/2 c. o. b. afloat; options opened steady, closing 1/2 cent net advance; September closed at 54 1/2 c; December closed at 55 1/2 c.

Oats, receipts 158,800 bushels; exports 101,776 bushels; spot market quiet; No. 2, 27c; No. 3 white 27 1/2 c @ 28c; options quiet but firmer with corn, closing 1/2 cent higher; September closed at 25c. Hops quiet. Cheese dull. Tallow quiet. Cottonseed oil quiet. Rice firm. Molasses steady.

Coffee, options opened barely steady at 5 1/2 points; dealer's; closed steady, with receipts 5 1/2 points lower; sales 15,750 bags. Sugar, raw strong; refined strong.

BALTIMORE—Flour dull and unchanged; receipts 8,416 barrels; exports 304 barrels. Wheat easier; spot and month 68 1/2 @ 69c; October 68 1/2 @ 69c; receipts 80,488 bushels; exports 86,000 bushels. Corn firm; spot, month and October 34 1/2 @ 35c; receipts 139,800 bushels; exports 17,145 bushels. Oats quiet; No. 2 white western 27c; sales, No. 2 mixed 24 1/2 @ 25c; receipts 18,071 bushels; exports none. Butter steady and unchanged. Cheese steady and unchanged.

CINCINNATI—Flour dull. Wheat easier; No. 2 red 66 1/2 c. Corn firm; receipts 306,300 bushels. Oats steady; No. 2 mixed 27c. Rye easy; No. 2, 45c. Lard easy at \$4.90. Bulkmeats easy at \$5.00. Bacon firm at \$6.00. Whiskey steady at \$1.25. Butter quiet. Sugar steady. Eggs firm at 12c. Cheese firm.

CHICAGO—Cattle, choice steers \$5 15 @ 5 60; medium \$4 65 @ 4 85; beef steers \$4 00 @ 4 20; stockers and feeders \$3 20 @ 4 15; grasses \$3 80 @ 4 10; cows and heifers \$3 00 @ 4 25; calves \$4 00 @ 7 25. Hogs were offered 5 1/2 @ 6. Pair to choice \$3 70 @ 3 87 1/2; packing lots \$3 60 @ 3 75; butchers' \$3 75 @ 3 87 1/2; light \$3 60 @ 3 75; pigs \$3 50 @ 3 70. Sheep about steady. Medium and good grades \$3 75 @ 4 15; culls \$3 50 @ 3 75; common to prime lambs \$3 50 @ 6 00. Receipts—Cattle, 10,000 head; hogs, 28,000 head; sheep, 12,000 head.

EAST LIBERTY—Cattle steady; extra \$5 25 @ 6 40; prime \$5 10 @ 5 20; common \$3 50 @ 3 85. Hogs lower; prime medium \$4 10 @ 4 18; heavy Yorkers \$4 00 @ 4 10; common to fair Yorkers \$4 00 @ 4 15; grasses \$3 80 @ 4 10; cows and heifers \$3 00 @ 4 05; pigs \$3 70 @ 3 85; roughs \$3 50 @ 3 60. Sheep steady; choice \$4 65 @ 4 70; common \$3 25 @ 3 75; choice spring lambs \$3 60 @ 5 80; common to good \$4 00 @ 5 50. Veal calves \$5 50 @ 7 00.

CINCINNATI—Hogs quiet at \$3 15 @ 3 35. METALS. NEW YORK—Once more the market for metals shows signs of hardening, despite the fact that demand drags in nearly all departments. At the close to-day the tendency of prices was unmistakably toward a higher level, with buyers showing increased attention. The metal exchange called pig iron warrants firmer at the close with \$7.00 bid and \$7.05 asked. Lake copper unchanged, but firm, with \$12.15 bid and \$12.25 asked. Tin firm but dull, with \$15.87 1/2 bid and \$16.00 asked. Lead steady, with \$4.02 1/2 bid and \$4.07 1/2 asked. Spelter quiet and steady, with \$4.75 bid and \$4.80 asked. The finding that names the selling price for leading western miners and smelters continues to quote lead at \$3.90.

Dry Goods. NEW YORK—Dry goods trading was interfered with to a considerable degree to-day by the extreme heat. The greatest improvement is noted in the print cloth market, which showed advances. Extras are now quoted at 2 1/2-16; 3 1/2-16, sixty-four squares, are rated at 2 1/2c, the latter being a more radical advance than that on regular cloths. Odd goods are generally firm.

Petroleum. OIL CITY—Credit balances, certificates opened and closed at 99 1/2 bid for cash; sales 2,000 barrels; cast oil at 92 1/2; shipments 88,857 barrels; runs 128,618 barrels.

Wool. NEW YORK—Wool dull.

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FINANCIAL.

G. JAMB. Pres. JOE SEYBOLD, Cashier. J. A. JEFFERSON, Asst. Cashier. BANK OF WHEELING. CAPITAL \$200,000. PAID IN. WHEELING, W. VA.

DIRECTORS. Allen Brock, Joseph F. Paul, James Cummins, Henry Siebersch, A. Reymann, Joseph Seybold, Gibson Lamb. Interest paid on special deposits. Issues drafts on England, Ireland and Scotland. JOSEPH SEYBOLD, Cashier.

EXCHANGE BANK. CAPITAL \$300,000. J. N. VANCE, President. JOHN F. FREW, Vice President. L. E. SANDS, Cashier. WM. E. IRVINE, Asst. Cashier.

DIRECTORS. J. N. Vance, George E. Stifel, J. M. Brown, William Hillingham, John Frew, John L. Dickey, John Waterhouse, W. E. Stone, W. H. Frank. Drafts issued on England, Ireland, Scotland and all points in Europe.

BANK OF THE OHIO VALLEY. CAPITAL \$175,000. WILLIAM A. IRETT, President. MORTIMER POLLOCK, Vice President. Drafts on England, Ireland, France and Germany.

DIRECTORS. William A. Isett, Mortimer Pollock, J. A. Miller, Robert Simpson, E. M. Atkinson, John K. Botsford, J. A. Miller, Cashier.

MEDICAL. Mott's Nerveine Pills. The great remedy for nervous prostration and all nervous diseases of the generative organs of either sex, such as Nervous Prostration, Failing or lost Manhood, Impotency, Nightly Emissions, Youthful Errors, Mental Worry, excessive use of Tobacco or Opium, which lead to Consumption and Insanity, \$1.00 per box by mail; 6 boxes for \$5.00. MOTT'S CHEMICAL CO., Prop., Cleveland, Ohio.

MADE ME A MAN. AJAX TABLETS POSITIVELY CURE ALL Nervous Diseases—Failing Manhood, Impotency, Nervousness, etc. MOTT'S CHEMICAL CO., Prop., Cleveland, Ohio.

PERSONAL. LADIES! Cochester's English Pennyroyal Pills. For the cure of all the ailments of the female system. MOTT'S CHEMICAL CO., Prop., Cleveland, Ohio.

STEAMERS. FOR CINCINNATI, LOUISVILLE, LOWER OHIO, NASHVILLE, ST. LOUIS, MEMPHIS, NEW ORLEANS, and all the principal ports of the new and palatial steamers of the Pittsburg, Dayton, Cincinnati & Wheeling National Packet Line.

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 7 o'clock a. m. S. BRADY MORGAN, Master.

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 9:15 p. m. Arrive ST. LOUIS 12:30 a. m. PENNSYLVANIA STANDARD COACHES.

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 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 4:35 p. m. daily; 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 every respect 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.

WHEELING & ELM GROVE RAILROAD. On and after Saturday, February 2, 1898, trains will run as follows, city time: Leave Wheeling, 7:00 a. m. Leave Elm Grove, 7:30 a. m. Leave Wheeling, 1:30 p. m. Leave Elm Grove, 2:00 p. m. Leave Wheeling, 7:30 p. m. Leave Elm Grove, 8:00 p. m.

THE MONONGAHEI ROUTE IS THE Short Line between Fairmont and Clarksburg. When traveling to or from Clarksburg or West Virginia & Pittsburgh railroad points, see that you take the Monongahela River Railroad. Close connections at Fairmont with B. & O. trains and at Clarksburg with B. & O. and W. P. trains. Tickets via Wheeling on sale at all B. & O. and W. P. & 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, Except Sunday, Monday, except Monday, Sundays only, Saturdays only, Eastern Standard Time.

Table with columns: Depart, Arrive, Station. Includes Baltimore & Ohio, Pennsylvania, etc.

RAILROADS. BALTIMORE & OHIO. Departure and arrival of trains at Wheeling, Eastern Time. Schedule in Effect June 22, 1898. Eastern time.

For Baltimore, Philadelphia and New York, 11:25 and 10:35 a. m. and 4:45 p. m. daily. Cumberland Accommodation, 1:00 a. m. daily, except Sunday. Grafton Accommodation, 4:45 p. m. daily, ARRIVE.

From New York, Philadelphia and Baltimore, 5:20 a. m. daily. Washington Express, 11:00 p. m. daily. Cumberland Accommodation, 4:00 p. m., except Sunday. Grafton Accommodation, 10:10 a. m. daily, TRANS-OHIO DIVISION.

For Columbus and Chicago, 7:45 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, 6:20 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 6:20 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.

From Pittsburgh, 10:30 a. m., 4:30 p. m. and 11:30 p. m. daily, 10:50 a. m., except Sunday. T. C. BURKE, Passenger and Ticket Agent, Wheeling, W. M. GREENE, D. H. MARTIN, General Manager, Manager Passenger Traffic, Baltimore.

OHIO RIVER RAILROAD CO. Time Table in Effect June 22, 1898. Eastern time. Daily, Daily Except Sunday.

Table with columns: South Bound, Wheeling, Point Pleasant, etc.

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THE INTELLIGENCER PRINTING Establishment—Neat, accurate, prompt.

RAILWAY COMPANY. Schedule in Effect May 15, 1898. Central Standard Time. ARRIVE.

Table with columns: Lorain Branch, Ellettsville, Grafton, etc.

DEPART. Main Line. 1 2 3 4 5 6 7. Includes destinations like Ellettsville, Bridgeport, etc.

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BECKHAM'S PILLS. A WONDERFUL MEDICINE. BECKHAM'S PILLS, taken as directed, will quickly restore females to complete health. They promptly remove obstructions or irregularities of the system and cure sick headache. For a Weak Stomach Impaired Digestion Disordered Liver in Men, Women or Children, Becham's Pills are a Wonderful Medicine.

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BECKHAM'S PILLS, taken as directed, will quickly restore females to complete health. They promptly remove obstructions or irregularities of the system and cure sick headache. For a Weak Stomach Impaired Digestion Disordered Liver in Men, Women or Children, Becham's Pills are a Wonderful Medicine.

OREGON'S SECRET

Of Getting into Battle Quicksly—Capt. Clark kept the steam up, and ready for business when the bugle sounded. Cadet S. G. Magill in the Chicago Times-Herald: At first the ship was filled with the rattle of drums beating to quarters and the clarion of bugles, all of which we knew meant that we were to do or die, and the most touching incident was the way those hundreds of men went at the work, singing and joyous, without a thought of their personal danger. None of them had ever been under fire before we came here, and yet they would point to shells striking the water close by and yell, "Low ball!" "High ball!" As the Spanish ships came out they opened a terrible fire on us, and it was only owing to their poor marksmanship that our ships did not get riddled. Those four Spanish ships had about forty or fifty rapid-fire guns apiece, which gave them twenty to twenty-five rounds a minute, capable of hitting a man from the heavier guns and ten shots a minute from the lighter guns. They kept the water all around us boiling with their shells, even if they did not strike us. It has turned out that the Oregon was only once hit by a small shell, which hardly made more than a dent in her heavy armor. Twice we were almost hit with fragments of bursting shells. When the Spanish fleet was discovered coming out of the harbor, the Oregon at once commenced steaming toward the entrance before the other ships of the squadron commenced moving. The Iowa was soon bearing in toward them, but seemed to stop in the westward way, and the direction taken by the Spanish fleet. By this time the Oregon was going at full speed and making right for the fleet. She crossed the bows of the Iowa like a shot. One of my old classmates, who was in the military top of the Iowa when the Oregon passed her, said to me: "All of a sudden I saw an enormous wave on the port bow, and looking around I saw the volcano as the black smoke poured from her funnels. I said to myself: 'For the love of Mike, are we standing still?' The wave passed, barely missing us, and left us behind, and the way she closed with that rear vessel was the finest sight I ever recall to see. This is the opinion expressed by all the officers on other ships, and that fact of the Oregon will live in the memory of every one who saw it to the end of their days. The credit for the beautiful work done by the Oregon, whereby she carried off the honors of the day, is due to Captain Clark, who quickly saw the objective point of the Spaniards and led the ship so as to intercept them. Captain Clark is now the pride of the whole fleet, and is recognized as a tactician of the very highest order. It is a pleasant sight to see the way in which the jacks in the fleet admire him. The day of the fight, when he went over to the flagship to report to the admiral in regard to the chase of the Colon, the sailors all lined up on the rail of the different ships as he went by in his silk and feathered top hat, and again, the boys of the different ships have written a number of songs dedicated to him. The high speed we were able to get up right away and the way we hung on to them, driving them on to the beach one after the other with the heavy fire from our guns, was what saved the day. It must be remembered that the four Spanish cruisers were almost battle-ships, and had a greater speed than most cruisers in the American navy. All of our battleships, except the Oregon, were foul bottomed and apparently had little steam on, so that when the enemy came out and went to the westward at sixteen or seventeen knots' speed, those battleships which were in condition to make up their own steam were left behind. By the foresight of the captain and the chief engineer of the Oregon we had kept every boiler in use and a high steam pressure on from the time we left San Francisco until the Spanish fleet came out of Santiago harbor. Then we felt rewarded for this persistence by being able to go through his fleet and destroy them again and again, and by the time we were abreast of the rear vessel in the Spanish fleet we were making sixteen or seventeen knots ourselves and overhauled each one in succession. This may be of interest, for many will undoubtedly wonder how it came about that the Oregon was able to take the leading position, although she was the farthest away when the enemy came out.

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