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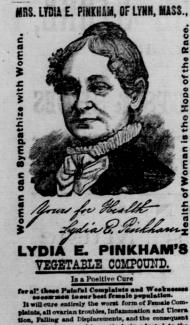
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## VOL. XIX.

## BUTLER, PA., WEDNESDAY, JANUARY 18, 1882.

the latter south to New Orleans, four- floated from Pittsburgh to New Orleans the slender index that serves the pilot The first spring month of 1881 was to pass the narrow portal that comes KING COAL'S HIGHWAY.

through a low-walled channel, the of bituminous coal and coke. The was commensurate with an average Mississippi pours a fan-shaped torrent latter article comprised but a few million of umber-hued fresh-water into the bushels. The term "bushel" is prob-at a time. These primitive craft jourof under-nued fresh-water into the bushels. The term bushel' is proof at a time. These primitive trait jour-azure saltness of the Gulf, two objects ably not a familiar one as applied to boldly claim attention. One of these, coal. Twenty-six and two-thirds the Port Eads Light-house, towers bushels make a ton, so that the quan-above the surrounding buildings, a tity given above means about 3,500,-fully reconciled to the almost inevitable the surrounding buildings, a tity given above means about 3,500,-fully reconciled to the almost inevitable the surrounding buildings. The term bushels make a ton, so that the quan-above the surrounding buildings, a tity given above means about 3,500,-fully reconciled to the almost inevitable the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding buildings. The term bushels make a ton, so that the quan-the surrounding bushels make a ton, so that the quan-the surrounding bushels make a ton, so that the quan-the surrounding bushels make a ton, so that the quan-the surrounding bushels make a ton, so that the quan-the surrounding bushels make a ton, so that the quanter to the surrounding the the engine room, and cough responsively the surrounding bushels make a ton surve to the surrounding the term bushels make a

Cyclopean giant whose single eye 000 tons. glares about the four points of the Of this Cyclopean giant whose single eye glares about the four points of the compass, and winks once every thirty seconds. The other is a sloping soli-bushels yearly from the river. Louis-bushels yearly from the river. Louis-bushels yearly from the river bushels yearly from the ri tary billock of coal, immobile, dusky, ville twelve million bushels, New Orsullen; its base set about with great leans eight million, Memphis and the young and promising trade, but bleck lumps, its apex irregular in form, Vicksburg five million each, and smal- with the cessation of hostilities, Pittscrumbling, unslightly. A contrast, ler towns and villages along the two burgh capital and enterprise found a actuate the four massive rudders under of engines, tiller, and propelling wheel, truly, to its brilliant vis-a-vis, yet rivers absorb fifteen million more. And profitable field in supplying the cities pours through the Fresnel lenses op-posite, and representing, however, in leaves the water at New Orleans, or istence a class of steamboats not found

ing engine. And as the voyage proceeds up the great river he will find no more lighthouses, but at every plantation, at every city, and every town along the mighty stream he will find a compan-ion to the coal pile at South Pass. He will see coal ashore and afloat, in

transit by water or on land. Whence comes it? How comes it? These are the questions it is the province of this paper to answer through

as is the coal itself, deep beneath the goodly hills of Western Pennsylvania

perpetual cloud of smoke. Under sophically. these hills a grimy army of men labor to dislodge what nature stored there countless ages ago: solid carbon for the warming of a million firesides along the banks of the Father of Waters, for the driving of wheels in thousands of workshops in the valleys of the Ohio and Mississippi, for the along the bed of the stream. lighting of busy streets in cities two thousand miles away, and for the 1mpelling power of river and ocean

steamers.

porting fleets that issue from the portals of Pittsburgh, aptly termed the 'Gate City of the West."

A gauntlet of shifting "bars," of treacherous shoals, and whirling and vexing cross currents, where mean-

Then let sudden thaw or genial rain

release the imprisoned streams, and acres of ice break up and carry des-

truction to coal fleets at or near Pitts-

burgh awaiting a favorable stage of

water. Then a hundred beats of a

healthy pulse would mete out sufficient

time for the destruction of enough

coal to light and heat a city for a

nonth.

derings and reversions of course so rapidly follow one another that the greater river seems to write its superloss of the other through perils by the

century. The civil war interrupted

in charge of this mass of fuel are exbe tremendously powerful steering ap-

pen, pencil and graver. Twenty-one hundred miles distant from the carbon heap at Port Eads its bulk is represented by a void as black fertility of resource in times of disaster, two men at the tiller. Speed is an cleand promptness to act at all times, ment in a measure lost sight of in the united with an all-pervading disposithat are within sight of Pittsburgh's tion to take evils as they come philo- is required is that the completed craft

Let a sudden rise in the rivers swell menting the best work of builder and the waters of the Ohio. At an hour's mechanic must come into play the cool, notice the cables must be slipped and clear heads of the men whose duty it the huge boats floated off on the crest is to handle the boat and her tow, and of the rise. Else the chances are in fa- with these to thread the aqueous mazes along the bed of the stream. between the foot of the Alleghanies and the Gulf of Mexico.

It is this capriciousness of the Ohio. Such a boat is the "Harry Brown," engendered by the vagaries of the that will push 20,000 tons of coal down

let that must be run by the coal-trans- with this coal-shipping trade know of wheel with the combined power of 2,= river.bed. The coal 'barge' is a stur-

city park, may be steered clear of be- the second or boiler deck are the com- (530 tons), and costs \$11000 each, be-

construction of a coal tow-boat. What shall be a good "pusher;" and supple-

the river's bright surface during day-light to be, with others, started on its men whose boats are far from the head light; at night a blackness merged into the surrounding gloom for all eyes save the coming of keen, frosty dawn the pockets each day of delay to each is constantly at work pumping water the inky torrents that roll from their worth of boats and machinery swung big brethren the smoke stacks. From the pilot-house lead the tiller-

the engine-room, and cough responsive-ing the store of t out into the current.

Citizen.

At the first sweeping bend the proand on the other the encroaching shore, there is permitted by the municipality of Louisville a half-dozen clumsy "floats" or coal-landing platforms, these ropes to a lever thirty feet long, swing-ing under the ceiling of the engine room. This operates other levers that also flanked and made more obtrusive the stern of the steamer. Two of these acting as accessories to the force of extend through the water thirty feet, the current. To retain boat and tow billing within itself all the elements of a light as brilliant as that which pours through the Fresnel lenses op-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the shute or tipple at the pit, until it of the trade there was called into ex-the brightest glare of the furnaces, and poste, and representing, however, in each homely lump astorehouse of heat, and a magazine of power to be evolved through glowing furnace and throbfound in this trade; dangers that call sess qualities difficult to combine in the ed 20,000 feet of ropes in coils of 1,000 that its onward march is checked be of late years. It can make the work fore navigators of this treach rous highway. There must be immense power of engine, backed by enormous of ponderous chains, ratchets, blocks, that, at the center of the bend, boat that portion of the Louisville wharf care of a single steamer frequently force of the mighty currents. There must be lightness of draught to enable have of the largest ocean steamers to a dangerous depth. And the men in charge of this mass of fuel are ex- be tremendenely corrected to the tremendenely corrected to the tremendenely corrected to the steamer is the strain brought upon the steam-Tow-boat life is an odd existence,

In charge of this mass of fuel are ex-pected to successfully overcome diffi-culties that would appall the most ex-perienced navigators of deeper waters, the tage has developed a race of navi-gators whose dominant traits are pluck, which must be guided by the power of gators whose dominant traits are pluck, culties that would appall the most ex-perienced navigators of deeper waters. This hazardous and peculiar nature of gators whose dominant traits are pluck, culties that would appall the most ex-perienced navigators of deeper waters. The latter quality is indis-the field trait the field trait traits are pluck. The sheaded down field trait traits are pluck are traited traits are pluck are traits are pluck are traits are pluck are traited trai 140 tow-boats of the "Harry Brown" to straighter shores. Where the change) half the crew sleep the sleep in fine style. Then came mishap the pattern, but varying in size, power and curves succeed each other until the of the weary, and the other half respect first. Her ponderous wrought-iron finish, from the harbor tug of modest proportions, costing about \$3,000, to boats of the dimensions of the 'Brown.' And of the latter there are at least

And of the latter there are at least "flack marking." From the pilot-house the bour watches, a hye, a four, and a three "flanking." From the pilot-house the bour watch, so arranged that the great black the bour watch, so arranged that the great black hights of the tiller wheel do day and the observer. This process must be night work alternately. Also be expenses only office is to receive coal at the presented at every bend between Pitts- burgh mines and retain the same until the distant market is reached. These are known as coal "boats" and "barges"—model and square. The coal fleets. In comparison the steersman's work on an ocean steamer "they is a most primitive-looking hor." weather, that renders the experiences the two rivers at the rate of nine miles "boat" is a most primitive-looking box-of the coal-shipper unque. The east-an bour Her hull, of the best white ern navigator, who revels in a plenti-oak, measures 250 feet in length, fifty parently as illy adapted to stand rough is sippi calls for the exercise of rare appears only here and there in shaded to ward the great river at a far more

setting dangers, and safely borne along fortable and even elegant quarters of ing made of heavy pine timber. There a route nearly as long as that traversed the officers and crew-a pretty cabin are other coal carrying craft in use, by a Cunarder. To tow, in North or and state-rooms for the one, and home- but those described are the most im-

## ADVERTISING RATES,

One square, one insertion, \$1; each subsequent insertion, 50 cents. Yearly advertisements exceeding one-fourth of a column, \$5 per inc here work double these rates; additional charges where weekly or monthly changes are made. Local advertisements 10 cents per line for ark insertion, Marriages and deaths published free of charge. Obituary notices charged in a advertisements, and payable when handed in Anditors' Notices, \$4; Executors' and Adminis trators' Notices, \$3; each; Estray, Caution and Dirsolution Notices, not exceeding ten lines, each.

From the fact that the CITIZEN is the oldest established and most extensively circulated Re-publican newspaper in Butler county, (a Repub-lican county) it must be apparent to business men that it is the medium they should use in autentiating their business NO. 9

boy, but a fifteen-horse-power engine KING COAL'S HIGHWAY. (From Harper's Magazine for Jan. 1882) At that most interesting point on the coast of the Gulf of Mexico where, the coast of the Gulf of Mexico where, the coast of the Gulf of Mexico where, the latter south to New Orleans, four-noated from Pittsourgh to New Orleans, four-noated from Pittsourgh to New Orleans, four-and nearer ports in boats whose only as a guide and pointer. Ahead and beyond, stretching into the distance, the coast of the Gulf of Mexico where, the coast of the Gulf of and halts not day or night while the ascending skyward piecemeal. The prettiest occupant of the engine-room has the power of half a dozen horses, crest of a foaming, roaring dam, drawing all floating things to destruction, and possesses owl-like traits. Its strength goes forth at night only, and its whirr is the signal for a stream of lurid, intense light to pour from the by barges and other coal craft in pro-cess of emptying at the wharf. To roof," two hundred feet away. It is landing is made as no other light has yet been able to assist them. In fact, the entire boat is a magazine of pentextending from the mouth of the canal up power, a floating arsenal of energy, up a distance of one-quarter of a mile. and it is not to be wondered at that owners and officers learn to love their

and in a measure soothing to those who boat as one does his home. by good fortune are the recipients of tow-boat hospitalities. In the pretty the more important one of fertility of

steamers. Between the subterranean pit of the sumer there stretches, not the parallel levels of a canal, but the devious chan-nels of two great rivers, the Ohio and Mississippi. Thousands of miles of tortuous water-course, a varied gaunt-tot tot tot the scaltranean pit of the scaltranean water and weather are extremely which at Louisville had grown to a and corner. A thousand yards with this coal-shipping trade know of wheel with the combined power of  $3_{2}$ , rifer.ed. The coal barge is a stur-the brain and muscle and machinery of horses, and draw their potent va-and skill which must go hand in hand in order that a solid mass of coal afloat longer than the "Great Eastern" by two hundred feet, and as wide as a must be checked, and on nearing the coantity of fog and wind to be met and four weeks the work went on with selected spot slong the shore the most agile of the crew must land with ca- a subtle, swift foe. The ice-cold waters est felt in his unwonted wrestle with bles, and make fast 'breast' and 'stern' of the Ohio and upper Mississippi and the river that ocean-going steamers ient and sturdily rooted tree. Then comes a tug of war, the more exciting if the current be pretty switt. It is steam and good hemp and Manila the nearest shores, and even the tow pluck and energy. Three times the pitted against the might of a river. The ropes grow taut as piano strings, the smoke curls from the masive 'check cupants the car of a cloud-riding balloon river reclaimed its prey and the boat in the triumph of man's ingenuity and posts' in the hoats as the coils are eased to check the fleet's headway Such a visitation, coming when the boat is one of the best steamers in the the coal-burning torches lights up the weird scene. Finally boats and tow As the days roll on, and Northern coming of another dawn. And when with only clouds of whirling vapor for chill and fogs give way to balmy skies, drifting ice-cakes pile against the boats, companionship, and nothing to recall the labor of the tow-boat man grows less irksome. His fears of shoals and bars diminish as the river rolls a mile full of danger, presenting a scene of pe-fect from the head of the fleet, or it ending in the swamping of thousands overhead, the vernal sun sheds bright overhead succession to the vernal sun sheds bright overhead succession to the vernal sun sheds bright overhead succession to the vernal succession to th of bushels of coal, or the crippling of a but ineffectual rays. Underneath, ten that his coal, worth \$2 per ton at the fathoms of turbid water or one? Not start, will be eagerly sought for at \$6 of a cable. As the voyage continues down the must be hastily launched and sent planters, and the reflection is a sooth-Ohio, the banks between which glide ahead, the engines stopped, the lead ing one, an offset against the grim fact river and boat and tow fall further apart. Side streams add their quota of mudd<sup>+</sup> water impregnated with soils happily, to a speedy termination, for At length cottonwood and canebrake of divers hues. Day and night the big boat with her charge of black diamonds continues her course, unless, In some cases, however, speedy landing The verdure of the distant shores is that of full, joyous spring, and finally less, and blustery. Towns and cities Another terror to the tow-boat man is there drifts into view the forest of drift by on either hand, for the south-bound coal fleet recognizes but one halting place—busy, pretty Louisville on myriads of muddy-wooled sheep drift by on either hand, for the south- a high wind. Such a wind sweeping masts that environ the levee at New city when the water does not permit seem disporting themselves. Every replenish the wasted stock at different Pittsburgh's coal to be annihilated, or the rivers permanetly obstructed.

estion. That feeling of bearing down, causing pain, weight ad backache, is always permanently cured by its use. ways permanency e of Kidney Con

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ull. On lier comforts for the other. Cleanliness East River parlance, is to p and the lesser Ohio seeks to describe its U's in water loops throughout the thousand miles of its length from Pittsburgh to Cairo. These are but the spring and summer difficulties to the spring and summer difficulties to front of the propelling steamer and the pilot's eye, before the dangers of the supply of hot and cold water. Paint-

tor. Winter multiplies them to a rivers can be met and overcome. fourfold degree. Out of the Allegheny, In this connection it is appropriate whose sources lie within sight of Lake Erie, there pour at intervals during to refer to a step recently taken by the general government to lessen the dan-gers of the Ohio, Mississippi, and Misthe winter months swift-moving gla-

ciers of ponderous ice-cakes, drifting souri rivers. This consists in the establishment and maintenance of the southward to their dissolution at the rate of six miles an hour. Or it may "beacon-light" system on the rivers be that this stream and the Mononnamed. During the nights of inky gahela\_as well as the Upper Ohio\_are silent under solid fields of ice.

blackness of sky, when even the con-tour of familiar hills or clearings or bluffs escapes the keen-eyed pilot, the steady, clear radiance of the "beacon" indicates his whereabouts, and marks the ripple, or scantilys covered bar, or

loops of the erratic streams The es-tablishment of these lights, a few years boy, whose mouth expressed every imago, was looked upon with indifference aginable phase of grin, and whose per-

by nearly every every pilot egaged up-So much for the danger surround on the tow-boats. Some went so far not to admire. ing the river coal trade of Pittsburgh; as to oppose the beacon on the ground In the forecastle, or forward part of

now as to the nature and extent of the trade itself. It is, in the first place, a trade which the most ambitious rail-way can not absorb. Nature's high-inght, in storm or calm, these calm, the fraternity, tech with anecdotes of way is here supreme, and time loses steadfast rays lent their aid to the pi- hair-breadth escapes from hidden guerits monetary value as compared with the cheapness of trasportation by wa-quence asserted itself. And to-day, have a special weakness for perforating awaiting the pleasure of the clouds ter. To send a ton of coal from Pitts- when a fierce gust, or caving bank, or pilot-houses, and the veteran who can- and the dropping of the rains, which burgh along those two thousand miles sudden flood, extinguishes a light, a not add a blood-curdling yara of a boilof waterway and deliver it at New mighty growl goes up from the frater- er explosion beneath him would be re-Orleans cost \$1.30, or about five cents nity of the tiller-rope, until the missing garded by his fellows as having passed per bushel of seventy-six pounds. The freight- hungriest railway could Every three months, or oftener, a Above this deck is a structure which, Above this deck is a structure which, a structure which a con-

not afford to carry coal more than one-

acres of Pittsburgh coal seam was floated from that city, there was left, year before last, a dark echoing void of

the Keystone State. The intrinsic excellence of Pittsburgh coal as a hest, steam, and light New.

son of the prohibitory bar of transpor-tation charges. These rivers render it possible for the sugar planter of these lights, and the Missouri and Mis-guishable for miles, and known to all Louisiana to evaporate his syrup over sissippi 480 more. The entire system hoatmen as men recognize the voices of

fills her bunkers at New Orleans, and more apparent. for that city. Baton Rouge, Natchez, Within the past few years the growth house, is open—a great eye protected house, is open—a great eye protected

Vicksburg, Memphis and St. Louis to of the river coal-handling trade has re- by swinging lids that droop in storm light their streets with gas. To these ceived a fresh impetus by reason of the and lift in sunshine. Through this success attending the completion of the open space is viewed the double pan-supply of coal for domestic purposes. Eads jetties at the South Pass outlet orama of passing shore, of bend and Many of the consumers are as remote from the parent beds of the fuel they enjoy as New England is from old drawing over fifteen feet, is now easily the pilat's gaze. In the immediate

An open map of the United States will show the inland highway of King ing a thousand or twelve hundred tons stacks," pouring graceful festoons of

the Ohio and Mississippi, and all west-ern streams, towing means pushing, The acre of floating coal craft must be vided at table comparing favorably with and are towed back and refilled bound in solid rigidity, and must lie in that of a first-class hotel, and a bath-

portant forms used in long di

ings, Brussels carpet, and other luxu-ries of furnishment give a home-like air to the cabin, and are in a measure consolatory to men who must be absent from home for months at a time. The cabin of a tow-boat is at all times

a comfortable place, and a favorite resort for the officers. It is the realm of the chamber-maid. In this particular the lady was known as Violet.

'Is your name really Violet ?' 'No, sah; I tink my real name's Sal; but, law! Sal wouldn't p'serve de dig-

nity ob my position for four days." Therefore Sal became Violet, and Viothe point at which the boat must aim let reigned like a dusky queen over a in "flanking" around the serpentine kingdom of equally dusky deck hands. kingdom of equally dusky deck hands. Then there was Augustus, a table-

ennial good-nature it was impossible

parent to the dullest observer,

trim swift steamer sweeps up and down seen ashore, would be taken for a contenth that distance for the same price. the rivers, repairs damages to the servatory, or queerly-shaped green-This extreme cheapness it is that has lights, changes their location to suit house. Three of its sides are formed called into being this trade, that has the unceasing shifting of bar or bend, of sliding glazed sash, and surround caused its growth, and that will per-petuate its existence though the con-tinent be cobwebbed with railways. The river transportation of coal has whereas in 1844 the coal from seven whereas in 1844 the coal from seven to withstand wind, and bearing a small intelligent handling depends the safety acres of Pittsburgh coal seam was hooded platform at its top, eight or of boat and tow. Odd-looking levers twelve feet from the ground, forms the are within reach, and serve to send year before last, a dark echoing void of 720 acres under the smiling farms of the Keystone State. In general appearance the way-side shrine of the Old World is gong in the realm of the engineer.

reproduced in the beacon-light of the Through the floor projects an object like a huge pedal of a great organ, and producer must not be lost sight of as an element in the building up of the nently fitting that Pennsylvania oil a flood of indescribable roars overhead; the pressure of a foot upon it lets loose trade. It is a fuel as yet without a should light Pennsylvania coal on its for this is the whistle lever, and your successful rival in the Ohio and Misway to market. In the 800 lights on Western river whistle is a many-voiced from all but river points, only by rea- ration of petroleum, is used altogether, tles, great and small, bunched on the Pittsburgh coal, the ocean steamer to is one whose benefits become yearly triends. The front or fourth side of

approached by sea-going vessels of foreground rise the black columnar twenty-eight feet draught, and requir-proportions of the lofty "smoke-

and so on until their life is ended gradually through successful toil, or suddenly through the dangers that lurk on all sides. From the earlier stages of their journey to the very latest these clumsy boats and harges seem the victims of untoward circum stances. In the sluggish pools of the Monongahela, during the winter lie immovable, and silently await the boats seems suspended in mid ocean, months, ice surrounds and threatens them, and the coming of the spring thaw is certain to bring destruction or a howling wind aids its strength to earth save the flash of unseen water. Further along their southerly tour, the perils of the Upper Ohio surrounded that of the river, 'tying up' is a labor The solid vertical bank may be five them. A 'lump' may break through their bottoms while gliding over a hidden bar covered with just enough water to float the craft, or a snag pierces the boat's frail shell, and vicio ters ripple cheerfully over her gunwales. A loaded boat sinks to within

eighteen or twenty-two inchces of the surface of the surrounding water, and the care and skill brought into play in order to guide and propel fleets of these deeply laden craft become ap-

Just at the point where the wedded streams Monongahela and Allegheny create the Ohio, a motley assembly of indeed, the nights are starless, moon- is the only salvation for boat and tow. boats and barges are herded together must fall liberally in order to release the waiting craft. At adjacent land- boat and tow to 'run the falls,' and forces sheep is, however, an angry wave that landings, and when the last day of the ing the tow-boats are also grouped the fleet to pass through the narrow seems bent upon leaping the low wood-during the waterless or icebound confines of the Louisville and Portland en walls that guard the coal, and send-original fleet remains. The greater months-the steamers, great and small whose duties are comparable to those of the shepherd's collie. They must of smaller boats which follow the large against the towering form of the steam-and at the river's mouth evolves steam whose duties are comparable to those must be increased by adding the tows of smaller boats which follow the large gather together the coal bearing flock, keep them in solid phalaox, urge them along the devious highway, and re- wheeled traffic of Broadway obliged to the boat and her charge. Happy is constructed to the smoke fa-

ger who chances to visit Pitts- the adequacy of the Louisville Canal woods the abatement of the storm. to the wants of the river coal shippers. In less exciting hours the boat is burgh on a day when the message, "Rising at head-waters," gladdens the The Ohio at Louisville, six hundred herself the object of the voy agers' heart of the coal-shippers of the Smoky miles from its source, is three fourths greatest admiration. She is the

City, may note in the looks and at the of a mile wide, and a bold ridge of bodiment of prodigious power. Her Indings near the city scenes of stir-ring, often of surpassing, interest. These locks of the Monongrhela are distance of two miles, and a current of gauge to 165 pounds, and the twin all too small for the wants of the coal of twelve miles an hour dashes among monsters that turn her vast wheel men, to whom an hour's delay may bowlders in such a way that a flood of known no such words as rest. The mean a fortune lost. One by one over thirty feet stage is necessary to engine-room is a place of polished issippi valleys, shut out, however, rivers named, elaine, a special prepa- demon, composed of a number of whis- the laden craft are dropped to the enable river commerce to be independ- steel, gleaming brass, curved pipes\_ lower landings, where the tows are made up. Little tugs cleave the mud-dy water with one, two, or nour bar-ges, and transfer these to the waiting ges, and transfer these to the waiting that dawned in 1880, but 103 days saw whom one shining lever near at hand monsters. Smoke and steam roll sky- "falls water," and during the 263 com- means "back her," another "stop her," ward, voices hoarsely issue orders from the "hurricane-deck," mingling craft representing half a million tons ear is ready to interpret the tinkle of

with the bang of gongs and tinkle of passed through the well regulated but the bells as the pilot intends; and the bells in the engine-rooms; capstans creak, big ropes swash across the swel-ling tide, and the din keeps up until the while the capacity of the canal is limiengines know his touch, and obey it as trained elephants follow the slightest motion of their master. Other engines last tow-boat of a procession fifty last tow-boat of a procession fifty miles long steams slowly out into the Ohio. the descending tow must be pulled apart in the dead hours of the night, if one's Such sights and sounds are familiar to every Pittsburgher when the marks ears are greeted with a horrid sound,

as of the grinding of coffee in a mill as show a rise in the rivers making a Here deep water and a convenient shel- big as a barn, it means that one of the depth of anywhere over eight feet; ter for re-arranging tows for southern "nigger" engines is suddenly called in-Coal to be an inky, tortuous line, ext., tortuous l

[Galveston News.]

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The Madison, (Wis.) Democrat, in endeavoring to treat the wounds re-ceived by the candidates for the presidency, wisely prescribes St. Jacobs Oil. Of course we could not expect Oil our worthy contemporary to do otherwise than recommend that famous Old German Remedy,-which "heals all wounds but those of love" and soothes all pains,-save those of political disappointment.

The debt of the city of Pittsburgh is nearly equal to the entire debt of the State.

Had very sore eyes, almost bllnd. Peruna cured me. A. Bender, S. S. Pittsburgh, Pa.

Mr. D. W. Carville, of Clinton, Mass., last season raised sixty-seven and one-half bushels of Clawson white winter wheat on one and a half acres, or at the rate of forty-five bushels per acre The quality of the wheat is said to equal the best Western white wheat, the kernel being plump, large