

THE GOAL FLEET.

The Advance Guard Passed Wheeling Yesterday Afternoon

AND MORE FOLLOWED LAST NIGHT.

The John Moran is Leading the Fleet, Closely Pressed by the John A. Wood and Jim Wood—The Largest Coal Shipment in History—An Accident to the Harry Brown—The Local River Interests.

Scenes unprecedented in river history occurred within the limits of the Pittsburgh harbor yesterday, says the Pittsburgh Dispatch. Over half a hundred big steamers vying with each other in a mad rush to pass Davis Island dam with their heavy tows, made a sight the equal of which may never be witnessed again. It was virtually a wild stampede of impatient monsters that threatened each moment to grind each other to pieces. All regard for danger was thrown to the winds. So vital was the crisis to be passed, they acted more like maddened beasts than the agents of sensible men. In the great jam sides of vessels were crushed in, barges were splintered into kindling wood, flats were sunk, but the exciting race continued regardless of the destruction of property.

This was the manner in which the greatest coal fleet known to history started on its voyage down the Ohio to the great coal consuming ports of Cincinnati, Louisville and New Orleans. After passing Davis Island dam the fleet met with no serious damage until Rochester was reached. It was learned yesterday afternoon that the Harry Brown sunk five of her loaded barges at this point Thursday night and that a general blockade of boats and fleet resulted, lasting for several hours. This allowed the advance guard of the fleet to gain on the rest considerably.

During the afternoon the appearance of the first boat was awaited with interest by numbers of people on the river front, and speculation was rife as to what boat would lead. It was just 3:40 o'clock when the smoke rising from around the bend above town heralded the coming of the leader. As she swung into the long, straight stretch of river a pair of field glasses were leveled at her, and it was ascertained that the John Moran was leading. She passed the public landing at 3:45. In the meantime two more boats with tows came around the bend, the Jim Wood and John A. Wood, the former with eighteen barges and the latter with sixteen. The Moran was flying somewhat lighter than the two Wood boats, having but fourteen barges. Altogether these three boats were towing close on to 800,000 bushels of the dusky diamonds.

At 4 o'clock the Frank Gilmore, with fourteen barges, Charles Brown and James Brown with twelve each, passed the public landing with their tows in good trim. The next boats to pass were the Mariner, Percy Kelsey and Beaver at 5 o'clock, and the Pacific No. 2 at 6 p. m.

Others of the following boats, composing the fleet which started from Pittsburgh, passed down during the night: Henry DuBus, eight barges and one flat; John W. Ailes, six barges, one flat; Little Dick, four barges, one flat; Enterprise, ten barges, three flats; five barges; Pacific No. 2, seven barges, three flats; Diamond and Rescue, twelve barges, two flats; Clifton, four coalboats, four barges, two flats; John Moran, ten barges, three flats; Belle McGowan, three barges; Bennett, four barges, two flats; Ed Davidson, four barges; Dave Wood, seven barges, two flats; John A. Wood, six barges, two flats; Jim Brown, eight barges; Voyager, eight barges; Charles Brown, ten barges, one flat; Percy Kelsey, ten barges, two flats; Mariner, ten barges, two flats; Tom Lysle, five barges, one flat; Ark, ten barges, two flats; Samuel Clark, seven barges, two flats; Raymond Horner, six barges, two flats; Stella Moran, six barges, one flat; Smoky City, six coal boats, four flats; Dick Fulton, ten barges, two flats; William G. Horner, six barges, one flat; Bob Connell, five barges, one flat; Monterey, four barges; Time, six coal boats, one flat; Rescue, four coal boats; Josh Cook, six coal boats, two flats; Harry Brown, seven barges, three flats; Tom Reese, six coal boats, two flats; Mark Winnett, four barges; Fred Wilson, eleven barges, two flats; Seven Sons, three coal boats; Crescent, five barges, two flats; John W. Allen, seven barges; Beaver, six coal boats, two flats; John K. Davison, four barges; Charley Hook, three barges; Onward, four barges, three flats; Coal City, six barges, one coal boat; John F. Walton, seven barges, two flats; M. Bunton, seven barges, two flats; Bob Bullard, five flats; Acorn, five barges; Tom Dodsworth, one barge, four flats; Charley Clark, six barges; J. W. Blackmore, three coalboats, three barges; Bennett, one flat; Hornet No. 2, nine barges, one flat; Cruiser, six barges, two flats; R. M. Blackburn, four barges; Twilight, three coalboats, one barge, one flat; Alice Brown, six barges, two flats; Advance, six barges; Maggie, seven barges; Volunteer, six barges; Henry De Bus, nine barges, two flats; Joseph Walton, ten barges, two flats.

NOTES ON NAVIGATION.

Stage of Water and Movements of Boats. The River Interests. YESTERDAY'S ARRIVALS. Liberty, Charleston, 10 a. m. Ben Hur, Parkersburg, 1 a. m. R. E. Phillips, Matamoras, 1 a. m. YESTERDAY'S DEPARTURES. Liberty, Charleston, 8:30 a. m. Ben Hur, Parkersburg, noon. R. E. Phillips, Matamoras, 10:30 a. m. BOATS LEAVING TO-DAY. Iron Queen, Cincinnati, 8 a. m. Liberty, Charleston, 8:30 p. m. Sunshine, Pittsburgh, 10 p. m. BOATS LEAVING SUNDAY. Ben Hur, Pittsburgh, 5 a. m. Lime Bay, Pittsburgh, 7 a. m. Sunshine, Parkersburg, noon.

Yesterday afternoon the stage of water at the public landing was 9 feet and still rising. Trade this week has been rather dull in the local short line. An improvement is looked for.

The first Cincinnati packet that has left Wheeling wharf for some time will depart at 8 o'clock. It is the elegant Iron Queen under the command of Captain John M. Phillips.

Reports from headwater points show that the Allegheny's rise is over, and that stream is now falling. The Monongahela is stationary. Snow is reported, however, and another rise may come.

Oil City—River 5 foot 3 inches and falling; cold and snowing.

Warren—River 4 feet 8 inches and falling; cold, snowing.

Morgantown—River stationary at 6 feet; cold, snowing.

Greensboro—River 7 feet 6 inches and stationary; cold and clear.

Capt. George W. Conant arrived yesterday from Wheeling and will go out as one of the pilots of the Adelle, provided she takes out a tow of coal. The Adelle belongs to Popo & Son, of Parkersburg. She was due here last night. —Pittsburgh Commercial-Gazette.

MOUNDVILLE.

A Miscellaneous Melange of Minor Matters from Marshall's Metropolis.

All those who desire to take advantage of the INTELLIGENCER'S World's Fair Art Portfolio offer can, on every Monday, hand the previous week's coupons, with the ten cents and their address attached, to James A. Sigafosse, who will send them all in together, and thus save the subscribers postage.

The Roberts well, now being put down by the Home Oil and Gas Company, and which has been shut down for a long while on account of lost tools, has again been started. New casing has been put down beyond the tools. The operator, J. M. Sullivan, and his assistant, Joe Wiley, have stuck to the work without any let up.

The city council has passed an ordinance granting several Pittsburgh capitalists and others the privilege of erecting water works in this city. The gentlemen interested in the enterprise are Colonel Ben Wilson, of Clarkburg, and James F. Fawcett and C. W. Pool, of Pittsburgh. The stand-pipe system will be used.

Ex-United States Marshal H. S. White was here yesterday. He is interested very extensively in the lumber business in Logan county, but on account of the closeness of money had to shut down, and he was here making arrangements to resume operations again.

Mound City Council No. 6, Jr. O. U. A. M., will attend in a body at the Presbyterian church on Sunday morning.

A dinner and supper will be served in the W. D. Cheadle new building, on Jefferson avenue, to-day by the ladies of the M. E. church.

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James D. Morris, who has been ill, is able to be around.

Miss Maud Grimes is confined to her room by sickness.

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AN AWAKENING.

What is it that is awakening people all over the land and causing such a thrill of excitement and gratitude everywhere among the sick and suffering? It is the new departure by that greatest and most successful specialist in the cure of all nervous and chronic diseases, Dr. Greene, of 35 West Fourteenth street, New York, who offers to the sick everywhere the opportunity of consulting him by letter, free of charge. Think of it, sufferers, you who have sought in vain for relief, or for a satisfactory explanation of your disease! By writing him about your complaint, this great physician will send you, free of charge, an exact explanation of your disease and what to do to be cured.

He gives most careful and expert attention to all letters, and makes you understand just what your complaint is. He is the discoverer of that great nerve cure, Dr. Greene's Nervura blood and nerve remedy, and uses nothing in his practice but harmless vegetable medicines. The success which he is having in curing disease through letter correspondence is marvelous. Write him, then, all about your complaint and you will without doubt be cured.

Children Cry for Pitcher's Castoria.

NEVER in better shape to do justice to the Cloak trade than we are to-day. GEO. M. SNOOK & CO.

KNOWLEDGE

Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of Figs. Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance. Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

At the Tunnel hill school house last night the question as to whether the signs of the times indicate the prosperity of this country or not, was settled to the satisfaction of the debating society.

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Mayor McGowan has been confined to his home for a couple of days right sick. He had been under the weather for some time.

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The steel works will resume Monday and run as long as orders hold out.

Miss Fay Hibbard, of Barnesville, is the guest of friends here.

AN INTERESTING LETTER.

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